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1. Public Accounts of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper. Estimates for the fiscal year ending 30th June, 1889; presented 1st March, 1888. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1888; presented 23rd April, 1888. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1889; presented 14th May, 1888—
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2. Report of the Auditor-General on Appropriation Accounts, for the year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 3.

3. Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. M. Bowell—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 4.

4. Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1887. Presented to the House of Commons, 27th March, 1888, by Hon. J. Carling—
Printed for both Distribution and Sessional Papers.

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4*a*. Report on Canadian Archives, 1887.....*Printed for both Distribution and Sessional Papers.*

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4*b*. Criminal Statistics for the year 1886, being an Appendix to the Report of the Minister of Agriculture for the year 1886. Presented to the House of Commons, 18th May, 1888, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*

4*c*. Abstracts of the Returns of Mortuary Statistics for the year 1887—
Printed for both Distribution and Sessional Papers.

4*d*. Experimental Farms. Reports of the Director, Entomologist and Botanist, Chemist, and Horticulturist, for 1887.....*Printed for both Distribution and Sessional Papers.*

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5. Twentieth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 13th March, 1888, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.

5a. Report of the Chairman of the Board of Steamboat Inspection, for calendar year ended 31st December, 1887..... .....*Printed for both Distribution and Sessional Papers.*

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6. Annual Report of the Department of Fisheries, Dominion of Canada, for the year 1887—
Printed for both Distribution and Sessional Papers.

6a. Report of the Commissioners appointed to enquire into and report upon the Lobster and Oyster Fisheries of Canada. Presented to the House of Commons, 16th March, 1888, by Hon. G. E. Foster.....*Printed for both Distribution and Sessional Papers.*

6b. Special Report of the Fisheries Protection Service of Canada, 1887—
Printed for both Distribution and Sessional Papers.

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7. Annual Report of the Minister of Public Works of Canada, for the fiscal year 1886-87 on the works under his control. Presented to the House of Commons, 27th February, 1888, by Sir Hector Langevin.....*Printed for both Distribution and Sessional Papers.*

7a. Tables showing the extent and progress of Public Works, Distances, &c., on the main routes of navigation; Railways, Telegraph Lines, &c. Inland Navigation of Canada, Ocean Rates thence to Foreign Countries, Canadian Land Routes to the seaboard. Government Railways and Telegraph Lines, &c., &c. Suez Canal and Panama Canal Routes—
Printed for both Distribution and Sessional Papers.

8. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1886, to the 30th June, 1887, on the works under his control. Presented to the House of Commons, 6th March, 1888, by Hon. J. H. Pope—
Printed for both Distribution and Sessional Papers.

8a. Report of the Royal Commission on Railways, with Appendices, viz.: 1st. Report of Committee visiting United States. 2nd. Supplementary Report of same. 3rd. Extracts, Hadley, &c. Presented to the House of Commons, 29th February, 1888, by Hon. J. H. Pope—
Printed for both Distribution and Sessional Papers.

8b. Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, 1887. Presented to the House of Commons, 17th May, 1888, by Sir Charles Tupper.....*Printed for both Distribution and Sessional Papers.*

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9. Abstract of Statements of Insurance Companies in Canada for year ending 31st December, 1887. Presented to the House of Commons, 4th May, 1888, by Sir Charles Tupper—
Printed for both Distribution and Sessional Papers.

9a. Report of the Superintendent of Insurance, for the year ended 31st December, 1887—
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10. Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Adolphe Caron .....*Printed for both Distribution and Sessional Papers.*

11. Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. J. S. D. Thompson—
Printed for both Distribution and Sessional Papers.

12. Report of the Secretary of State of Canada, for the year ended 31st December, 1887. Presented to the House of Commons, 28th February, 1888, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.

12*a*. Annual Report of the Department of Public Printing and Stationery for the Dominion of Canada, for year ending 30th June, 1887, with partial Report for services during six months ending 31st December, 1887. Presented to the House of Commons, 13th March, 1888, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers.*

12*b*. Report of the Board of Examiners for the Civil Service in Canada, for the year ended 31st December, 1887.....*Printed for both Distribution and Sessional Papers.*

12*c*. (1887.) Report of the Antwerp International Exhibition for 1885—
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13. Annual Report of the Postmaster General for the year ended 30th June, 1887. Presented to the House of Commons, 28th February, 1888, by Hon. A. W. McLelan—
Printed for both Distribution and Sessional Papers.

14. Annual Report of the Department of the Interior for the year ended 31st December, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. Thos. White—
Printed for both Distribution and Sessional Papers.

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15. Annual Report of the Department of Indian Affairs for the year ended 31st December, 1887. Presented to the House of Commons, 1st March, 1888, by Hon. Thos. White—
Printed for both Distribution and Sessional Papers.

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16. Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 24th February, 1888, by Hon. J. Costigan ..... *Printed for both Distribution and Sessional Papers.*

16*a*. Canal Statistics for season of navigation, 1886, being Supplement No. 1 to the Inland Revenue Report, for the year ended 30th June, 1887—*Printed for both Distribution and Sessional Papers.*

16*b*. Fourteenth Report on Inspection of Weights, Measures and Gas, being Supplement No. 2 to the Report of the Department of Inland Revenue—
Printed for both Distribution and Sessional Papers.

16*c*. Report on Adulteration of Food, being Supplement No. 3 to the Report of the Department of Inland Revenue .....*Printed for both Distribution and Sessional Papers.*

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17. List of Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st December, 1887. Presented to the House of Commons, 14th March, 1888, by the Hon. M. Bowell—
Printed for both Distribution and Sessional Papers.

18. The Civil Service List of Canada, on the 1st July, 1887, pursuant to section 59 of "The Civil Service Act." Presented to the House of Commons, 15th March, 1888, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.

20. Report of the Joint Librarians of Parliament on the state of the Library of Parliament. Presented to the House of Commons, 23rd February, 1888, by Hon. Mr. Speaker—
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21. Correspondence, Reports of the Minister of Justice, and Orders in Council upon the subject of Provincial Legislation, 1884 to 1887.....*Printed for both Distribution and Sessional Papers.*

22. Statement of Governor General's Warrants issued since last Session of Parliament, and Expenditure incurred on account of same, in accordance with the Consolidated Revenue and Audit Act, section 32, clause *b*. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper.....*Not printed.*

23. Statement of Expenditure on account of Miscellaneous Unforeseen Expenses for the fiscal year 1887-88. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper—*Not printed.*

24. Report of the Commissioner, Dominion Police, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 27th February, 1888, by Hon. J. S. D. Thompson.....*Not printed.*

24a. Return of the average number of men employed on the Dominion Police Force during each month of the year 1887, and of their pay and travelling expenses (under Revised Statutes of Canada, chapter 184, section 5). Presented to the Senate, 27th February, 1888, by Hon. Mr. Abbott.....*Not printed.*

25. Return to an Order of the House of Commons, dated 6th May, 1887, for a Return of lands sold by the Canadian Pacific Railway Company up to 1st April, 1887, in the North-West Territories; when sold, and to whom. Presented to the House of Commons, 28th February, 1888.—*Mr. Perley (Assiniboia)*.....*Not printed.*

25a. Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 8th March, 1888, by Hon. Thos. White.....*Printed for Sessional Papers only.*

25b. Supplementary Return under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 19th March, 1888, by Hon. Thos. White—*Printed for Sessional Papers only.*

26. Return to an Address of the House of Commons to His Excellency the Governor General, dated 6th June, 1887, for copies of the Order in Council appointing Louis Boisvert lighthouse keeper at Grondines, in the place of E. Trottier; and copies of all correspondence recommending Charles N. Trottier for this position. Presented to the House of Commons, 28th February, 1888.—*Mr. De St. Georges*.....*Not printed.*

27. Return to an Order of the House of Commons, dated 27th April, 1887, for a statement setting forth the number of stills seized by the Department of Inland Revenue for the years 1878, '79, '80, '81, '82, '83, '84, '85 and '86, respectively, and the first three months of the year 1887; the names of the persons on whose premises the stills were seized; the names of the informers and the sums paid to each; also statement of the cost of effecting such seizures, and the receipts accruing from all sales of such stills. Also Return to an Order of the House of Commons, dated 27th April, 1887, for a statement showing all seizures effected in Canada for illegal sale of tobacco for each year since 1878 up to 1st March, 1887, inclusive; the names of the persons on whose premises the seizures were made, the amounts realized on such seizures by sale or otherwise, and the expense of making the seizures. Presented to the House of Commons, 28th February, 1888.—*Mr. Rinfret*.....*Not printed.*

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28. Report of the Commissioner of the North-West Mounted Police Force, 1887. Presented to the House of Commons, 3rd April, 1888, by Sir John A. Macdonald.

Printed for both Distribution and Sessional Papers.

29. Return to an Order of the House of Commons, dated 6th June, 1887, for a Return giving the following details of the expenditure connected with the support of the Marine and Immigrant Hospital in the city of Quebec, during the term of years from the date of Confederation to June 30th, 1886, and showing: 1. The aggregate amount voted by Parliament for the maintenance of this hospital during the said term of years. 2. The amount actually expended. 3. The number of persons, other than sick mariners, who received hospital care there during the said term. 4. The aggregate number of days of hospital treatment accorded to them. 5. The number of sick mariners who received hospital care during the same term. 6. The number of days of hospital treatment accorded to them. 7. The average cost per patient per diem of both classes of patients during said term. 8. The price per patient per diem paid to the Montreal General Hospital for the care of sick seamen during the same years—1867-1886 9. The aggregate amount that has been charged during the said term of years to the fund for the relief of sick and distressed mariners, as for expenditure in connection with this Quebec Hospital, by virtue of the Act 31 Victoria, chapter 64, section 12 (now 40 Victoria, chapter 76, section 16). Presented to the House of Commons, 29th February, 1888.—*Mr. Hickey* ..... *Not printed.*

30. Report of the Royal Commission on the Leasing of Water Power, Lachine Canal. Presented to the House of Commons, 2nd March, 1888, by Hon. J. H. Pope..... *Not printed.*

30*a*. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 5th March, 1888, for a Return of copies of all correspondence between the Government of Canada and the commissioners appointed by the Government to take evidence and acquire information relative to the Trent Valley Canal, and the further progress thereof; of copies of all instructions authorizing the commissioners to act in the premises, and defining their powers and authority and mode of procedure; and of a copy of any and all reports of the engineer or engineers in charge of the works of said canal, made to the Government since the last session of this Parliament. Presented to the House of Commons, 13th April, 1888.—*Mr. Barron*..... *Not printed.*

30*b*. Return to an Address of the Senate, to His Excellency the Governor General, dated 22nd March, 1888, for a detailed statement of all moneys paid to A. F. Wood, Esq., of Madoc, for services and expenses in connection with his office as valuator or otherwise in connection with the Trent Valley Canal, from the date of his appointment down to the 1st January, 1888. Also a detailed statement of all moneys paid him for services and expenses in connection with his services on the Murray Canal, from 1st December, 1883, to 1st January, 1888, in order to complete the full return of moneys paid him for services in connection with the return asked for at last session. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Flint*..... *Not printed.*

31. Return to an Address of the Senate, to His Excellency the Governor General, dated 17th June, 1887, for copies of all complaints which have been made by the authorities of the St. Vincent de Paul Penitentiary, since the 24th April, 1886, against Adolphe Lefaivre, formerly an employé of the penitentiary; as also of all reports which the Inspector may have made since the same date against the said Lefaivre, together with copies of the decisions which the Honorable the Minister of Justice may have given upon these reports and complaints. Presented to the Senate, 29th February, 1888.—*Hon. Mr. Bellerose* ..... *Not printed.*

32. Return to an Order of the House of Commons, dated 29th February, 1888, for a Statement of the Receipts and Expenditure, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1887, to the 1st day of March, 1888, and from the 1st day of July, 1886, to the 1st day of March, 1887. Presented to the House of Commons, 5th March, 1888.—*Sir Richard Cartwright.*—*Not printed.*

33. Statement of all superannuations and retiring allowances in the Civil Service, giving the name and rank of each person superannuated, or retired, his salary, age and length of service, his allowance and cause of retirement, and whether the vacancy has been filled by promotion or new appointment, &c., for the year ended 31st December, 1887. Presented to the House of Commons, 5th March, 1888, by Sir Charles Tupper..... *Printed for Sessional Papers only.*

34. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of petitions presented from time to time and supported by the several transatlantic steamship companies and other persons, praying for the building of a breakwater at Pointe aux Pères. Presented to the House of Commons, 6th March, 1888.—*Mr. Fiset*..... *Not printed.*

34*a*. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all surveys, reports and correspondence in connection with the L'Ardoise Breakwater, in the county of Richmond, N.S. Presented to the House of Commons, 13th March, 1888.—*Mr. Flynn*—*Not printed.*

34*b*. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence and telegrams, since 31st December last, relating to the construction or repair of breakwaters or piers at Scott's Bay, Horton Landing and Boot Island, in King's County, Nova Scotia; and also of all instructions to an engineer of the Department of Public Works, who visited said localities during the months of January and February last, with his reports thereon. Presented to the House of Commons, 4th April, 1888.—*Mr. Borden*.....*Not printed.*

34*c*. Return to an Order of the House of Commons, dated 9th April, 1888, for copy of report of the Chief Engineer on the breakwater at Bay Fortune, King's County, Prince Edward Island, with a view to its extension; together with copies of all petitions, letters, &c., in relation thereto. Presented to the House of Commons, 30th April, 1888.—*Mr. McIntyre*.....*Not printed.*

34*d*. Return to an Address of the House of Commons to His Excellency the Governor General, dated 6th June, 1887, for copies of all Orders in Council, or other documents, granting a power to construct any bridge, dam, breakwater, or other obstructions in the Rideau River, from its mouth to its source. Presented to the House of Commons, 14th May, 1888.—*Mr. Robillard*—
Not printed.

35. Return of the names and salaries of all persons appointed to or promoted in the Civil Service during the year 1887, specifying the office to which each has been appointed or promoted. Section 58, sub-section 2, "Civil Service Act." Presented to the House of Commons, 6th March, 1888, by Hon. J. A. Chapleau.....*Printed for Sessional Papers only.*

36. Copy of the Fishery Treaty between Great Britain and the United States, in relation to the fisheries of Canada and Newfoundland, signed at Washington on the fifteenth day of February, 1888; and the protocols of the various conferences, together with the protocols from the British plenipotentiaries offering to make a temporary arrangement for a period not exceeding two years in order to afford a *modus vivendi* pending the ratification of the treaty, and the protocol of the American plenipotentiaries expressing their satisfaction with the *modus vivendi* communicated by the British plenipotentiaries. Presented to the House of Commons, 7th March, 1888, by Sir Charles Tupper.....*Printed for Sessional Papers only.*

36*a*. Copy of the statement presented by the British plenipotentiaries to the Fisheries Commission at Washington, in relation to reciprocal trade relations between Canada and the United States, and the answer of the American plenipotentiaries thereto. Presented to the House of Commons, 7th March, 1888, by Sir Charles Tupper.....*Printed for Sessional Papers only.*

36*b*. Two communications in relation to the Fisheries Question—one, written "personally and unofficially," by the Hon. T. B. Bayard, Secretary of State, Washington, U.S., and dated the 31st May, 1887, and addressed to Sir Charles Tupper; and the other, the reply of Sir Charles to Mr. Bayard, also marked "personal and unofficial," and dated the 6th June, 1887. Presented to the House of Commons, 9th March, 1888, by Sir Charles Tupper—
Printed for both Distribution and Sessional Papers.

36*c*. Despatches and Documents having reference to the Fisheries Question. Presented to the House of Commons, 12th April, 1888, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.

37. Detailed statement of all Bonds and Securities registered in the Department of the Secretary of State of Canada, submitted to the Parliament of Canada under section 23, chapter 19, of the "Revised Statutes of Canada." Presented to the House of Commons, 7th March, 1888, by Hon. J. A. Chapleau.....*Not printed.*

38. List of Public Officers to whom Commissions have issued during the year 1887, under the provisions of chapter 19 of the "Revised Statutes of Canada," and submitted to the Parliament of Canada under section 2 of the said Act. Presented to the House of Commons, 7th March, 1888, by Hon. J. A. Chapleau.....*Not printed.*

39. Annual Report (new series) of the Geological and Natural History Survey of Canada, Volume II, 1886. Presented to the House of Commons, 23rd March, 1888, by Hon. Thos. White—
Printed for Distribution only.

40. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 5th March, 1888, for copy of all reports of the commissioners appointed by Royal Commission to enquire into the losses sustained in the North-West Territories during the recent rebellion, and a statement of all payments made under the recommendation of such reports. Presented to the House of Commons, 8th March, 1888.—*Hon. Mr. Laurier*.....*Not printed.*

40*a*. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the total amount of money disbursed by the Government in consequence of the North-West Rebellion. Presented to the House of Commons, 25th April, 1888.—*Mr. Mulock*.....*Not printed.*

40*b*. Memorial of the Lieutenant-Governor of the North-West Territories in Council, to His Excellency the Governor General in Council, praying for the introduction of a new method of legislation in the North-West Territories. Presented to the House of Commons, 7th May, 1888, by Sir John A. Macdonald.....*Not printed.*

40*c*. Return to an Order of the House of Commons, dated 5th March, 1888, for a Return showing the names and residences of each homestead inspector in Manitoba and the North-West; the number of inspections and reports made by each, in each month of the years 1882 '83, '84, '85, '86 and '87. 2. The name of each colonization inspector, his residence, the number of inspections and reports made by each, in each month of the years 1882, '83, '84, '85, '86 and '87, and copies of said reports. Presented to the House of Commons, 19th May, 1888.—*Mr. Watson*—*Not printed.*

40*d*. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return giving the names and dates of the appointment of each colonization inspector and homestead inspector in the North-West Territories, including Manitoba; the salary paid to each, also the travelling expenses per diem or month; the full amount for salary and travelling or other expenses paid to each from the date of his engagement up to the 1st of January, 1888. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*..... *Not printed.*

40*e*. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all lessees of grazing lands under old form of leases. 2. The number of these who have fully complied with the terms of the leases. 3. The number who have partially complied, showing to what extent. 4. The number in arrears for rent, showing to what extent. 5. The number of old leases now entirely unoccupied. Presented to the House of Commons, 19th May, 1888.—*Mr. Davis*.....*Not printed.*

40*f*. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return giving: 1. The names of all leaseholders in the district of Alberta, North-West Territories. The number of cattle each have on their lease. The date of each latest return, showing the number. 2. Showing whether any are in arrears for rent. 3. Whether the land under lease is good agricultural land. 4. What, if any, return has been made of the loss and suffering of cattle during the winter of 1886-87 in this district. Presented to the House of Commons, 19th May, 1888.—*Sir Richard Cartwright*.....*Not printed.*

40*g*. Return to an Order of the House of Commons, dated 9th April, 1888, for a Return containing copies of all letters, correspondence, affidavits, &c., connected with the location and sale or settlement of N. ½, section 16, township 24, range 29, west, 4th meridian, North-West Territory. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*.....*Not printed.*

40*h*. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the number of Colonization Companies now in existence in Manitoba and the North-West, the number of settlers they have put on their lands during the years 1885-86-87, the amount of money paid by the several companies on account of lands purchased from the Crown during the same period, the amount of money paid to the Crown on account of purchase of land from the Crown by all other parties during the same years. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*..... *Printed for Sessional Papers only.*

40*i*. Return to an Order of the House of Commons, dated 1st March, 1888, to issue to the proper officer for a return giving copy of instructions to Dominion Land Agents in Manitoba and the North-West, regarding instructions furnished to intending settlers free of charge, and a copy of instructions as to information for which a fee is imposed; the amount of fees received at the several offices during the years 1885-86 and 1887, for such information; the amount of all fees collected from intending settlers during those years, and for which no credit was given in their purchase of Dominion lands. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*.....*Not printed.*

41. Return to an Order of the House of Commons, dated 25th April, 1887, for a Return of a copy of the lease from R. T. Wilson to the Dominion Government of the new public offices for the town of Dundas, in the county of Wentworth; report of the Post Office Inspector respecting the present and new post offices; also copies of petitions, correspondence and all other papers relating to the removal of the post office. Presented to the House of Commons, 8th March, 1888.—*Mr. Bain (Wentworth)*.....*Not printed.*

42. Return to an Order of the House of Commons, dated 6th June, 1887, for a copy of the contract with D. A. Duffy for the erection of the new wing of the penitentiary at Dorchester; also any claims or applications made for extras, and also any recommendations for allowance of such claims or any of them, and also all correspondence between the contractor and the Department of Public Works. Presented to the House of Commons, 8th March, 1888.—*Mr. Weldon (St. John)*—*Not printed.*

43. Return to an Order of the House of Commons, dated 27th April, 1887, for copies of all papers, documents, correspondence, &c., in relation to the building of a post office in the town of Montmagny, in the county of Montmagny. Presented to the House of Commons, 8th March, 1888.—*Mr. Choquette*.....*Not printed.*

43*a*. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence in connection with the purchase of a site for the erection of a post office and custom house in the town of Arichat. Presented to the House of Commons, 8th March, 1888.—*Mr. Flynn*—*Not printed.*

43*b*. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of all reports, correspondence, petitions or documents relating to the proposed permanent building of a post office and custom house at Strathroy, including any recommendations made respecting its location, character, cost, &c. Presented to the House of Commons, 20th April, 1888.—*Mr. McMullen*.....*Not printed.*

43*c*. Return to an Order of the House of Commons, dated 9th April, 1888, for copies of all letters, memoranda, and other documents, respecting the building of the public edifices at the city of St. Hyacinthe—such as the post office and the customs warehouse, &c. Presented to the House of Commons, 1st May, 1888.—*Mr. Dupont*.....*Not printed.*

43*d*. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all correspondence and petitions respecting the construction of building for post office, customs office and inland revenue office in the town of Picton. Presented to the House of Commons, 8th May, 1888.—*Mr. Platt*.....*Not printed.*

44. Return of statement of Dominion Statutes of Canada sold and officially distributed during the last two years, in terms of section 14 of chapter 2 of the Revised Statutes of Canada. Presented to the House of Commons, 13th March, 1888, by Hon. J. A. Chapleau.....*Not printed.*

45. Return to an Order of the House of Commons, dated 29th February, 1888, for a Return in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1887, to the 1st day of March, 1888, distinguishing the products of Canada and those of other countries. Presented to the House of Commons, 14th March, 1888.—*Sir Richard Cartwright*.....*Not printed.*

46. Return of new rules and procedure of "the Exchequer Court of Canada," in terms of sections 55 and 56 of chapter 16—50-51 Victoria. Presented to the House of Commons, 19th March, 1888, by Hon. J. A. Chapleau.....*Not printed.*

46*a*. Return in terms of section 109 of the Supreme and Exchequer Court Act, Revised Statutes of Canada, chapter 135, with reference to General Order No. 83 which has been made by the Judges of the Supreme Court of Canada during the past year. Presented to the House of Commons, 4th April, 1888, by Hon. J. A. Chapleau.....*Not printed.*

46*b*. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the names of all retired judges of superior courts of law or equity in the Dominion of Canada, with the dates of their respective patents, and a copy of the last patent issued to a retired judge of the Superior Court. Presented to the House of Commons, 9th April, 1888.—*Mr. Small*.....*Not printed.*

47. Return of the Collingwood Marine and General Hospital, for the year 1887. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker.....*Not printed.*

48. Statement of the affairs of the British Canadian Loan and Investment Company, on 31st December, 1886. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker—*Not printed.*

49. Return to an Address of the Senate to His Excellency the Governor General, dated 1st March, 1888, praying for a copy of letters signed Jos. H. Bellerose, addressed to the Minister of Justice on the 27th and 28th November, 1887, with the replies thereto in connection with the destruction by fire of the property of Mr. Louis Guimond, of St. Vincent de Paul; also a copy of the

evidence taken in this matter and of the report made by the Inspector of Penitentiaries after inquiry made and the facts mentioned in the said letters. Presented to the Senate, 21st March, 1888.—*Hon. Mr. Bellerose*.....*Not printed.*

49*a*. Return to an Address of the Senate to His Excellency the Governor General, dated 18th April, 1888, for copy of a letter of the 31st March last from the Honorable Joseph Bellerose, *in re* the burning of Mr. Louis Guimond's property at St. Vincent de Paul; also copy of a letter of James Devlin, Engineer, on the same subject; also copy of the different solemn declarations accompanying the above mentioned letters, and all other documents in correspondence relating to the same subject. Presented to the Senate, 21st May, 1888.—*Hon. Mr. Bellerose...Not printed.*

50. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return showing the names of all the parties who tendered for carrying the mails to and from the board ice at Cape Traverse, Prince Edward Island; the amount of each tender, and to whom contract given. Presented to the House of Commons, 21st March, 1888.—*Mr. Perry*.....*Not printed.*

51. Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1888, for a Return showing copies of all applications, letters or other communications to the Government, or any department or minister, or any reports, in connection with the application on behalf of the York-Simcoe Battalion for kit allowance whilst on service in the North-West Territories, and of replies thereto. Presented to the House of Commons, 21st March, 1888.—*Mr. Mulock*.....*Not printed.*

52. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st March, 1888, for copies of regulations made by the Governor in Council respecting the registry of trade unions. Presented to the House of Commons, 28th March, 1888.—*Mr. Amyot*—*Not printed.*

53. Copies of despatches from Sir L. West to Lord Lansdowne; and from Sir L. West to Lord Salisbury; and also a certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, relative to the admission of certain articles free of duty when it appears to the satisfaction of the Governor in Council that similar articles from Canada may be imported into the United States free of duty. Presented to the House of Commons, 6th April, 1888, by Sir Charles Tupper....*Printed for Sessional Papers only.*

54. Return to an Order of the House of Commons, dated 28th March, 1888, for a copy of Mr. Parmelee's report to the Honorable Minister of Customs regarding the desirability of making Kamloops an outport of entry. Presented to the House of Commons, 9th April, 1888.—*Mr. Mara...Not printed.*

55. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the date the steamer *Northern Light* commenced running between Prince Edward Island and Pictou, Nova Scotia; the number of trips made; the number of passengers crossed, and the date of last trip made up to date. Presented to the House of Commons, 10th April, 1888.—*Mr. Perry*—*Not printed.*

55*a*. Return to an Order of the House of Commons, dated 29th February, 1888, for a Return showing the names and salaries of all captains in charge of Government steamers, together with the salaries and allowances at present payable to and received by them, together with all petitions, correspondence, telegrams, &c., relative to the pay of the captain of the *Northern Light*, since 1st January, 1879; also for a Return showing the names and number of men employed in or about the *Northern Light* during last summer, from the time she ceased running in the spring of 1887, until she again resumed in the autumn of the same year. Presented to the House of Commons, 10th April, 1888.—*Mr. Welsh*.....*Not printed.*

55*b*. Supplementary Return to an Order of the House of Commons, dated 29th February, 1888, for a Return giving the names and number of men employed in or about the *Northern Light* during last summer, from the time she ceased running in the spring of 1887, until she again resumed in the autumn of same year. Presented to the House of Commons, 9th May, 1888.—*Mr. Welsh.*—*Not printed.*

56. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the total amount of money paid out by the Government in connection with the Liquor License Act. Presented to the House of Commons, 10th April, 1888.—*Mr. Mulock*.....*Not printed.*

57. Return to an Order of the House of Commons, dated 6th June, 1887, for a statement showing the amount of the sums expended since 1867, for repairs and improvements on the wharf at St. Jérôme de Matane. Presented to the House of Commons, 10th April, 1888.—*Mr. Fiset*.....*Not printed.*

58. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return of the railway accidents which were reported to the Government during 1886, and in respect of which actions are not now pending. Presented to the House of Commons, 12th April, 1888.—*Mr. Denison.*—*Not printed.*

58*a*. Return to an Order of the House of Commons, dated 8th March, 1888, for a Return showing the amount voted each session since 1880 for subsidies to railways, also the amount to each province, and the amount that has been paid. Presented to the House of Commons, 13th April, 1888.—*Mr. Semple* ..... *Not printed.*

58*b*. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 9th April, 1888, for copies of all correspondence exchanged with the Imperial Government concerning the disallowance of the Railways Acts of Manitoba. Presented to the House of Commons, 17th April, 1888.—*Mr. Laurier* ..... *Printed for both Distribution and Sessional Papers.*

58*c*. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. Allan Knight and the Government; also the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 2nd May, 1888.—*Mr. Jones* (*Halifax*) ..... *Not printed.*

58*d*. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 6th June, 1887, for copies of railway surveys from the Strait of Canso to Sydney *viâ* Grand Narrows, and from the Strait of Canso to Louisbourg *viâ* St. Peter's, during the summer of 1885, with the estimated cost of both lines. Also copies of surveys from Grand Narrows *viâ* Boisdale to North Sydney and Sydney. Also copies of surveys between East Bay and St. Peter's; copies of reports and surveys between Sydney and Loch Lomond *viâ* the Mira and Salmon River Valley, in the year 1886; copies of all telegrams to the Department of Railways during the time of the surveys. Also a copy of Minute of Council adopting the Grand Narrows route *viâ* Boisdale to North and South Sydney, with the engineer's report on the crossing of the Grand Narrows. Also a copy of all statements and arguments laid before the Government against the Grand Narrows route by the Cape Breton delegation in January last; and also a statement showing the particular route advocated by the said delegation. Presented to the House of Commons, 4th May, 1888.—*Mr. Flynn* and *Mr. McDougall* (*Cape Breton*) ..... *Not printed.*

58*e*. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all claims presented to the Department of Railways for lands expropriated for the construction of the St. Charles Branch Railway in the county of Lévis; also a statement showing the amount of each claim, the names of those whose claims have been settled up to 1st April, 1887, and the amount awarded to them, and the names of those whose claims are still pending. Presented to the House of Commons, 11th May, 1888.—*Mr. Guay* ..... *Not printed.*

58*f*. Return to an Order of the House of Commons, dated 30th April, 1888, for copies of all correspondence between the Department of Railways and Messrs. A. Pion & Co., of Quebec, in relation to a claim for goods damaged on the Intercolonial Railway. Presented to the House of Commons, 11th May, 1888.—*Mr. Langelier* (*Quebec Centre*) ..... *Not printed.*

58*g*. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of correspondence between the Government, or any member thereof, and the municipal councils of the counties of Pictou, Antigonish and Guysboro', Nova Scotia, and any other persons; together with copies of resolutions passed by the said municipal councils relative to the repayment by the Government of moneys paid by the said municipal counties for the right of way for the Eastern Extension Railway, now owned by and in possession of the Government. Presented to the House of Commons, 15th May, 1888.—*Mr. Kirk* ..... *Not printed.*

58*h*. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all papers, writings and reports between Mr. Allan Bryanton and the Government of Canada, or anyone on his behalf, or between the officers of the Government and him or anyone on his behalf, or between the Government and their officers, in relation to the placing of a platform and switch near his place on the line of the Derby Branch Railway, in the county of Northumberland, N.B. Presented to the House of Commons, 15th May, 1888.—*Mr. Jones* (*Halifax*) ..... *Not printed.*

58*i*. Return to an Order of the House of Commons, dated 16th April, 1888, for all correspondence between Mr. Albert Bryanton and the Railway Department and any of its officers, and anyone on his behalf; also all reports and instructions between said Department and its officers in reference to the placing of a switch and platform at said Bryanton's, on the Derby Branch Railway, in the

county of Northumberland, New Brunswick. Presented to the House of Commons, 15th May, 1888.—*Mr. Jones* (*Halifax*).....*Not printed.*

58*j*. Papers, correspondence, &c., respecting subsidies to certain railway companies, and towards the construction of certain railways as follow: Quebec Central Railway; Quebec and Lake St. John Railway; Pontiac and Pacific Junction Railway; Montreal and Champlain Junction Railway; Port Arthur, Duluth and Western Railway; and Témiscouata Railway Company. Presented to the House of Commons, 18th May, 1888, by Sir Charles Tupper ..... *Not printed.*

58*k*. Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence as to the incorporation of the Great North-West Central Railway Company, or relating to any land grant thereto, or to the construction of the line of the said railway or any part thereof. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*

58*l*. Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the Souris and Rocky Mountain Railway Company, or relating to the construction of said railway. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*

58*m*. Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the North-West Central Railway Company, or relating to the construction of the said railway. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*

58*n*. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. John Knight and the Government; also with the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones* (*Halifax*)..... *Not printed.*

58*o*. Return to an Order of the House of Commons, dated 16th April, 1888, for all correspondence between Mr. Samuel Russell and the Government of the Dominion, or of any of its officers, with all communications and reports from such officer or officers, in reference to a claim for damages to his property in connection with the Derby Branch Railway, in the county of Northumberland, N.B. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones* (*Halifax*)... *Not printed.*

58*p*. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. Patrick Clancy and the Government or any of its officers; also with the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones* (*Halifax*)..... *Not printed.*

59. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the quantity of rolling stock purchased for the Intercolonial Railway during the last six months ending 31st December, 1887, giving each kind of rolling stock, and whether purchased under contract or otherwise, the parties from whom bought and the cost of each kind; also a statement of what has been built in Government workshops. Presented to the House of Commons, 13th April, 1888.—*Mr. Weldon* (*St. John*) ..... *Not printed.*

59*a*. Return to an Order of the House of Commons, dated 8th March, 1888, for a Return giving details of the expenditure on the Intercolonial Railway charged to capital account for the years 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887. Presented to the House of Commons, 13th April, 1888.—*Mr. Jones* (*Halifax*)..... *Not printed.*

59*b*. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of the proceedings of the inquest held at Ste. Flavie, on 23rd September, 1887, on the body of William L. Duncan, killed on the Intercolonial Railway on the previous day, with the evidence taken at such inquest; also any report of any investigation of the accident made by the railway authorities, or any report in connection with such accident made to the Department of Railways and Canals; and also any correspondence had with said Department relating to this matter. Presented to the House of Commons, 18th April, 1888.—*Mr. Weldon* (*St. John*)..... *Not printed.*

59*c*. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all tenders received by the Government, in February last, for fencing the Eastern Extension Railway in Nova Scotia, and the Intercolonial Railway, from Pictou Landing to Windsor Junction; and also a statement showing the names of the party or parties to whom contracts have been awarded, if any have been awarded, and length of fence each has contracted for and amount to be paid for work. Presented to the House of Commons, 27th April, 1888.—*Mr. Kirk*..... *Not printed.*

59*d*. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of all correspondence between J. C. Pottinger, Esq., Superintendent Intercolonial Railway, and Mr. Noël Fortin, of the parish of St. Fabien, respecting accident and damages caused to the latter. Presented to the House of Commons, 30th April, 1888.—*Mr. Fiset*.....*Not printed.*

59*e*. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return of all casualties to trains on the Intercolonial Railway arising from collisions, broken rails or any other cause from 1st April, 1887, to 1st March, 1888; the respective causes and dates; the names of the conductors, engine-drivers or other officials dismissed, suspended or fined for any such collisions or neglect of duty, the amount of damage (if any) to property in such cases, the amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property unsettled (if any). Presented to the House of Commons, 27th April, 1888.—*Mr. Weldon* (*St. John*) .....*Not printed.*

59*f*. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 20th April, 1887, for copies of all papers, documents, correspondence, &c., respecting the dismissal of Odias Corbonneau, Eudore Gaumont and Fidèle Pelletier, all three employed on the Intercolonial Railway; the first as telegraph operator at the Chaudière, county of Lévis, the second as section man at St. Thomas, county of Montmagny, and the third as station master at Cap St. Ignace, county of Montmagny. Presented to the House of Commons, 11th May, 1888.—*Mr. Choquette*.....*Not printed.*

60. Return to an Order of the House of Commons, dated 9th April, 1888, for a copy of the contract which now exists between the Government and the contractors for the printing of Dominion Notes, and copies of all correspondence relating to the awarding thereof. Presented to the House of Commons, 16th April, 1888.—*Mr. Edgar*.....*Not printed.*

61. Return to an Address of the Senate, to His Excellency the Governor General, dated 4th April, 1888, for a statement showing total cost of construction of various works for the descent of timber and sawlogs on the Ottawa River and its tributaries, up to the 30th June last; also statement showing the yearly expenditure for the maintenance of the said works for five years preceding the 30th June last, under the different heads of reconstruction, repairs and cost of management, at each of the stations, with the names of river or tributary where the same was expended; likewise copies of any or all applications, whether from individuals or chartered companies, to acquire by purchase or otherwise all or any portion of said works and improvements on the said Ottawa River and tributaries thereof. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Clemow*.—*Not printed.*

61*a*. Return to an Order of the House of Commons, dated 16th April, 1888, for a statement showing total cost of construction of various works for the descent of timber and saw-logs on the Ottawa River and its tributaries, up to the 30th June last; also statement showing the yearly expenditure for the maintenance of the said works for five years preceding the 30th June last, under the different heads of reconstruction, repairs and cost of management, at each of the stations, with the names of river or tributary where the same was expended; likewise copies of any or all applications, whether from individuals or chartered companies, to acquire by purchase or otherwise all or any portion of said works and improvements on the said Ottawa River and tributaries thereof. Presented to the House of Commons, 26th April, 1888.—*Mr. Amyot*..... *Not printed.*

62. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all Tenders for Militia Clothing since the 1st of January, 1883, showing the name of each firm or party tendering, the amount of each tender, and the name of the person or firm to whom the contract or contracts were awarded. Presented to the House of Commons, 17th May, 1888.—*Mr. McMullen*.*Not printed.*

62*a*. Papers relating to the pensions to Gunner Ryan, Montreal Garrison Artillery, and Sergeant Valiquette, 65th Battalion; the salary of Caretaker Bedford, Rifle Range, Quebec; cost of medicines, Infantry Schools at Fredericton, N.B., St. John's, Quebec, and Toronto, Ontario, in 1886-87; and pensions granted to representatives of Capt. F. T. Brown and Lieut. Charles Swinford. Also statement of militia pensions payable on account of rebellion, North-West Territories, 1885, with copies of regulations regarding the issue of active service pensions. Presented to the House of Commons, 17th May, 1888, by Sir Adolphe Caron .....*Not printed.*

63. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all contracts entered into between the Government and John Harvey for the construction of slides and other improvements on the Mattawa River; also copies of all advertisements asking for tenders for such

work, copies of such tenders, and all other papers, letters and correspondence between the Government and Harvey relating to such contracts and works. Presented to the House of Commons, 25th April, 1888.—*Mr. Lister*.....*Not printed.*

64. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of all correspondence, petitions and reports respecting the Chippawa and Ottawa Nation Indians' claim to certain lands in Lake Erie and the Detroit River. Presented to the House of Commons, 25th April, 1888.—*Mr. Patterson (Essex)*.....*Not printed.*

64*a*. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 25th April, 1888, for a Return of copies of all correspondence, charges, papers and orders touching or relating to the dismissal of Archibald Culbertson from the office of Indian Councillor of the Mohawk Band. Presented to the House of Commons, 7th May, 1887.—*Mr. Burdett.*—

Not printed.

64*b*. Return to an Order of the House of Commons, dated 16th April, 1888, for copy of all correspondence between the Government and any person or persons relating to the claim of the Mississauga Indians, under the various treaties in reference to unsurrendered lands, together with any reports and plans in connection therewith. Presented to the House of Commons, 8th May, 1888.—*Mr. Madill*.....*Not printed.*

64*c*. Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th April, 1888, for copies of all correspondence between the Governments of the Dominion and Ontario, in reference to a claim of the Six Nation Indians for compensation for lands flooded by the construction of a dam across the Grand River, at Dunnville, by the Welland Canal Company, in or about the year 1833; also all Orders in Council and all Departmental Reports bearing upon such claim or the payment thereof. Presented to the House of Commons, 9th May, 1888.—*Mr. Somerville*.....*Not printed.*

64*d*. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of all letters, telegrams and petitions forwarded by Indians of the Caughnawaga Reserve to the Minister of the Interior, asking for an election of chiefs, in accordance with the provisions of the Indian Act; also of all correspondence on the subject between the said Indians, the Minister of the Interior, and the Agent of the Reserve. Presented to the House of Commons, 9th May, 1888.—*Mr. Doyon*.....*Not printed.*

65. Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th April, 1888, for copies of all papers, correspondence, Orders in Council and Departmental Orders not already brought down with reference to: 1. The refusal of the United States authorities to allow Canadian wrecking vessels and machinery to assist Canadian vessels while in distress in United States waters. 2. The refusal of the Canadian authorities to allow United States wrecking vessels and machinery to assist United States vessels while in distress in Canadian waters. Presented to the House of Commons, 26th April, 1888.—*Mr. Edgar*—

Printed for both Distribution and Sessional Papers.

65*a*. Correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 26th April, 1888, by Hon. G. E. Foster—

Printed for both Distribution and Sessional Papers.

65*b*. Further correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 27th April, 1888, by Hon. G. E. Foster—

Printed for both Distribution and Sessional Papers.

65*c*. Additional correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 18th May, 1888, by Hon. G. E. Foster—

Printed for both Distribution and Sessional Papers.

66. Certified copy of a Report of a Committee of the Privy Council, on the subject of railways in Manitoba, the North-West Territories and British Columbia; together with the report of the Minister of Railways and Canals on the subject, including a copy of a proposed agreement and schedule. Presented to the House of Commons, 30th April, 1888, by Sir Charles Tupper—

Not printed.

67. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all surveys, reports and correspondence in connection with the survey of the Straits of Northumberland with the view of building a subway across the Straits. Also the names of engineers employed, with detailed account of expenses incurred in said survey during the year 1886. Presented to the House of Commons, 4th May, 1888.—*Mr. Perry*.....*Printed for Sessional Papers only.*

67*a*. Return to an Address of the Senate to His Excellency the Governor General, dated 27th March, 1888, for a copy of the plans and reports of the last survey concerning the proposed subway between Cape Traverse, Prince Edward Island, and Cape Tormentine, New Brunswick. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Howlan.....Printed for Sessional Papers only.*

68. Certified copies of Reports of Committees of the Honorable the Privy Council and other papers, relative to the disallowance of certain Acts passed by the Legislature of the Province of British Columbia. Presented to the House of Commons, 4th May, 1888, by Sir Hector Langevin—
Printed for both Distribution and Sessional Papers.

69. Report of the Quebec Harbor Commissioners, for the year 1887. Presented to the House of Commons, 7th May, 1888, by Sir Charles Tupper.....*Not printed.*

69*a*. Report of the Montreal Harbor Commissioners, for the year 1887. Presented to the House of Commons, 7th May, 1888, by Sir Charles Tupper.....*Not printed.*

69*b*. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all correspondence, petitions, reports of engineers, and others, respecting the dredging of Picton Harbor, Bay of Quinté, not already brought down. Presented to the House of Commons, 14th May, 1888.—*Mr. Platt*.....*Not printed.*

70. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all papers and correspondence relating to any proposed change in the mode of ventilating the House of Commons Chamber. Presented to the House of Commons, 9th May, 1888.—*Mr. Charlton*—
Not printed.

71. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of the report made by Professor Saunders on the question of location of the Experimental Farm in the North-West, with all letters, documents and papers referring to the several proposed locations and his recommendations in connection therewith. Presented to the House of Commons, 11th May, 1888.—*Mr. McMullen*.....*Not printed.*

72. Return to an Order of the House of Commons, dated 16th April, 1888, for a copy of all correspondence, reports and recommendations having reference to the claim of Captain George H. Young, of Winnipeg, that he and Stretchermen Bailey and King, of the 90th Battalion, rescued the wounded Priest, Rev. Father Moulin, at Batoche, on the 11th May, 1885; and that the said rescue was not effected by Doctor Gravely, of Cornwall, as stated in the report of the Surgeon General of Militia as presented to Parliament in May, 1886. Presented to the House of Commons, 14th May, 1888.—*Mr. Daly*.....*Not printed.*

73. A certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on 23rd July, 1887, on a Memorandum dated 19th July, 1887, from the Minister of Public Works, concurring in the recommendation contained in the annexed report of the Superintendent of Government Telegraphy, and recommending that the necessary steps be taken to enable the Dominion to enter into the convention for the protection of submarine cables. Presented to the Senate, 6th April, 1888, by Hon. Mr. *Abbott*.....*Not printed.*

74. General statements and returns of baptisms, marriages and burials in the districts of Arthabaska, Chicoutimi, Gaspé, Iberville, Joliette, Montmagny and Saguenay, for the year 1887. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker.....*Not printed.*

75. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all papers concerning the application of George J. McDonald, in connection with the Centennial Exhibition of 1878. Presented to the House of Commons, 21st May, 1888.—*Mr. Landerkin*—
Not printed.

76. Return to an Address of the Senate to His Excellency the Governor General, dated 27th March, 1888, praying that His Excellency will be pleased to cause to be laid before this House, a copy of the proceedings of the Colonial Conference at London, in 1887, so far as they relate to Imperial postal and telegraphic communications through Canada, together with any correspondence between the Imperial authorities and the Dominion Government or any of its Departments on that subject since the date of the Conference. Presented to the Senate, 18th May, 1888.—*Hon. Mr. Dickey*.....*Printed for both Distribution and Sessional Papers.*

77. Return to an Address of the Senate to His Excellency the Governor General, dated 5th May, 1886, for copies of all applications for patents and a list of all patents issued, together with a list of persons who received such patents in: Township 8, ranges 1 and 2, east; township 8, ranges 1 and 2, west; township 9, range 1, east; township 9, ranges 1 and 2, west; township 10, ranges 1 and 2, east; township 10, ranges 1 and 2, west. Also sections 11 and 29 in township 10, range 2, west, and in all other lands comprised in the Goulet Rivière Salé survey. Also for copies of all applications for scrip, a list of scrip issued, and a schedule of the names of all persons receiving such scrip issued upon such applications for, in connection with, or in lieu of said lands. Presented to the Senate, 21st May, 1888.—*Hon. Mr. Schultz.....Not printed.*

78. Return to an Address of the Senate to His Excellency the Governor General, dated 10th April, 1888, showing the amount it has cost Canada to maintain the Governor General's office from Confederation to the first of January, 1888, for salaries, residence, travelling and all other incidental expenses, so made as to show the amount charged to each and every of them respectively. Presented to the Senate, 22nd May, 1888.—*Hon. Mr. O'Donohoe.....Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED 30TH JUNE,

1887.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,
1888.

SCHEDULE.

Accompanying this Report are the following Documents therein referred to :—

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REPORT

OF THE

POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1887.

To His Excellency the Most Honourable the Marquess of Lansdowne, Governor General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honour to present to Your Excellency, to be laid before Parliament, the Report of the Canada Post Office for the year ended the 30th June, 1887.

The measure of the continued expansion of the Postal service of the Dominion during this year will, in its most essential features, be found in the returns and statements constituting this Report, which show, amongst other particulars, that 239 new Post Offices were established in the several Provinces, increasing the total number of Post Offices in operation to 7,534, and that the mail service has been augmented by the organization of 1,920 miles of additional Post route, and of 514,467 miles of additional annual mail travel over the various Post routes of Canada.

The results of the Money Order and Savings Banks transactions of the year will appear from the statements embodied under those heads.

The number of letters passing through the mails is estimated to have increased to a yearly total of 74,300,000, and of Post Cards to 16,356,000.

The arrangements mentioned in the Report of last year for the organization of daily Postal car service over the whole of the newly opened line of the Canadian Pacific Railway from Montreal to Vancouver, have worked well, and the daily service thereon has been maintained with satisfactory regularity.

In connection with this line of communication with the Pacific Coast, facilities have been afforded for the direct transmission of correspondence between Canada and Japan and China by certain steamships plying between Vancouver and those countries with such frequency and at such dates as suited their traffic arrangements.

The increase of Postal business in the western sections of Ontario made it necessary to improve the arrangements for local superintendence, by the formation of an additional Post Office Inspector's Division, comprising the Counties of Bruce, Huron, Perth, Waterloo and Wellington, with parts of Grey and Oxford, under the supervision of an Inspector stationed at Stratford. This measure went into effect on the 1st August last.

The arrangements under which Postage Stamps had for some years past been supplied to the public through stamp vendors other than Postmasters, have undergone modifications with a view to secure economical results without impairing efficiency.

It has been deemed expedient to discontinue the sortation of correspondence by marine mail officers on board the Canadian mail steamers conveying mails between Canada and the United Kingdom, and to provide otherwise for such sortation of the same as may from time to time be considered necessary on this side of the Atlantic. It is believed that this change will promote both economy and efficiency.

With the growth of population and settlement in the Dominion, a necessity had gradually been developed for affording to the public a greater latitude than had hitherto been provided by the Canadian Postal system, for the transmission by mail of small articles of ordinary goods and manufactures in packages, open to examination for verification of the contents, and frequently intended for destinations not readily accessible by any other means of conveyance or of delivery to address than that to be afforded by the Post Office.

To meet this necessity provision has been made for the transmission by mail between all places in Canada, from the 1st February, 1888, of matter of the nature adverted to, on prepayment of a postage charge of one cent per ounce under such limitations with respect to weight, dimensions, and fitness of contents for admission to the mails, as may be consistent with the capacity of the mails for the carriage of such articles, and with the security from damage of the correspondence and other matter passing therein.

Further it has been provided under a new convention with the United States Post Office concluded for this purpose, of which a copy is appended to this Report, that from the 1st of March next, the same class of matter will be admitted to pass in the mails between Canada and the United States under the like limitations as to weight, &c., and subject to such conditions as may be necessary on either side for the protection of Customs with respect to articles liable to duty.

The prepayment in the country wherein posted, Canada or the United States, as the case may be, of the one cent per ounce postage rate, will carry the article without further postage charge to the place of destination, so that these transmissions

will pass from any place in Canada to any place in the United States, and *vice versa*, for one cent per ounce postage. It is believed that these measures will be productive of much public convenience.

The above described arrangements for the admission of the articles specified to pass in the ordinary mails within the Dominion, and also to and from the United States, will not interfere with the regulations and rates of Postage charge under which closed parcels pass by mail within the Dominion, and also between Canada and the United Kingdom.

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business in the Dominion of Canada, for the Year ended 30th June, 1887.

Provinces and Territories.	1st November, 1887. — Number of Post Offices.	Extent of Mail Service. 1887. — Number of Miles of Post Route.	Extent of Mail Service. 1887. — Annual Rate of Mail Travel in Miles.	Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1887. Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals. — Number Posted otherwise than from Office of Publication.	Number of Books, Circulars, Samples and Patterns and other Miscellaneous Articles.	Number of Parcels by Parcel Post.
Ontario	2,891	18,350	11,560,256	41,000,000	11,000,000	2,100,000	2,300,000	5,280,000	14,000,000	410,000
Quebec	1,372	11,383	5,107,513	17,000,000	3,100,000	810,000	360,000	3,200,000	4,800,000	272,000
Nova Scotia	1,345	8,264	2,879,754	5,600,000	950,000	164,000	140,000	600,000	500,000	44,000
New Brunswick	1,048	5,273	2,029,231	4,150,000	740,000	123,000	110,000	500,000	340,000	32,000
Prince Edward Island	298	1,224	489,799	850,000	106,000	31,000	20,000	90,000	40,000	6,000
British Columbia	117	4,118	683,652	1,500,000	80,000	68,000	80,000	150,000	120,000	16,000
Manitoba	331	6,174	1,574,012	4,200,000	380,000	264,000	150,000	520,000	200,000	40,000
Keewatin	1									
North-West Territories	131									
Total.	7,534	54,786	24,324,217	74,300,000	16,356,000	3,560,000	3,160,000	10,340,000	20,000,000	820,000

TABLE showing the Number of Post Offices, &c.—*Concluded.*

Provinces and Territories.	Postal Revenue and Expenditure.		Money Order Business for Year ended 30th June, 1887.		Post Office Savings Bank, for Year ended 30th June, 1887.			
	Revenue for Year ended 30th June, 1887.	Expenditure for Year ended 30th June, 1887.	Number of Money Order Offices, 30th June, 1887.	Amount of Money Orders issued in Year ended 30th June, 1887.	Number of Post Office Savings Bank Offices, 30th June, 1887.	Number of Depositors, 30th June, 1887.	Total Amount deposited during Year, to 30th June, 1887.	Amount of Deposits and Interest to credit of the same, 30th June, 1887.
	$ cts.	$ cts.		$ cts.			$ cts.	$ cts.
Ontario	1,470,044 72	1,632,283 51	502	5,148,382 63	306	74,818	6,737,016 00	15,686,011 64
Quebec	555,823 54	753,066 99	146	1,167,774 90	75	13,707	1,337,332 00	3,532,467 85
Nova Scotia	197,450 15	306,860 66	134	1,549,196 05	21	882	95,471 00	125,823 14
New Brunswick	142,342 82	280,109 99	93	999,009 05	13	752	102,222 00	153,447 52
Prince Edward Island	31,390 83	50,682 31	9	132,535 99				
British Columbia	54,545 01	148,542 38	21	665,880 90				
Manitoba, Keewatin, North-West Territories	151,658 49	286,554 77	28	666,204 99				
Total	2,603,255 56	3,458,100 61	933	10,328,984 51	415	90,159	8,272,041 00	19,497,750 15

FREE DELIVERY BY LETTER CARRIERS.

ESTIMATE of the Weekly Averages of Letters and Papers delivered by Letter Carriers, under the Free Delivery System, taken in November, 1887.

Office.	City Letters.	Registered Letters.	Other Letters.	Total Letters	News-Papers.	Total Letters and News-papers.	Letter Carriers.	
							Number Employed in Actual Delivery.	Total Number Employed, including Superintendents and Sorters.
Halifax	7,215	196	13,045	20,456	9,188	29,644	15	17
Hamilton	19,155	673	24,119	43,947	16,125	60,072	27	31
Kingston	4,908	328	8,357	13,593	6,480	20,073	7	8
London	7,831	647	24,479	32,957	11,173	44,130	18	25
Montreal, including Hochelaga, Point St. Charles and St. Jean Baptiste	45,798	2,618	52,625	101,041	32,636	133,677	65	82
Ottawa	9,589	763	16,027	26,379	18,320	44,699	23	26
Quebec and St. Sauveur	12,763	1,015	25,759	39,537	15,092	54,629	20	22
St. John	3,437	222	12,800	16,459	7,853	24,312	13	15
Toronto	80,140	6,704	133,754	220,598	58,945	279,543	66	79
Winnipeg	4,183	332	9,155	13,670	7,095	20,765	15	16
Totals	195,019	13,498	320,120	528,637	182,907	711,544	269	321
Totals in 1886	176,359	12,453	306,329	495,141	175,743	670,884	268	297
Increase	18,660	1,045	13,791	33,496	7,164	40,660	1	24

Upon the above Averages the total Annual Delivery would be:—

—	Letters.	Newspapers.	Total Letters and Newspapers.
In 1887	27,489,124	9,511,164	37,000,288
In 1886	25,747,332	9,138,636	34,885,968
Increase in 1887	1,741,792	372,528	2,114,320

The total annual increase of 1887 upon 1886, was about 6 per cent.

RAILWAY MAIL SERVICE.

ince the Return of last year for November, 1886, Mail Service has been put in operation on 407 miles of additional Railway lines, as follows:—

Name of Railway.	Places between which Railways have been opened since November, 1886.	Miles.	Total.
ntercolonial	Stellarton and Pictou		14
anadian Pacific:—			
In Ontario and Quebec	Montreal Junction and Farnham	39 3/10	
do	Mile End and Smith's Falls	128 3/10	
In Manitoba and North-West	Boissevain and Deloraine	19 3/5	
do	Winnipeg and Glenboro'	103 1/2	
In British Columbia	Port Moody and Vancouver	12 3/10	303
ontiac and Pacific Junction	Aylmer and Fort Coulonge		68
Ianitoba and North-Western	Birtle and Binscarth		17
Esquimalt and Nanaimo	Nanaimo and Wellington		5
			407

STATEMENT of distance travelled daily with Mails, on each Railway in Canada, in November, 1887.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	Distance in Miles.
Intercolonial	931	10	2,564	928
Halifax and Annapolis	116	1	260	142
Western Counties	67	1	134	.....
Spring Hill and Parrsboro'	32	.....	.....	64
Prince Edward Island	196½	1	234⅕	436⅕
Albert	48	1	96	.....
Elgin Branch	27	.....	.....	54
Grand Southern	82½	.....	.....	165
New Brunswick and Canada	312¾	3	562	711½
Kent Northern	27	.....	.....	54
Chatham Branch	9	.....	.....	54
Quebec and Lake St. John	58	1	116	.....
Grand Trunk	2,411¼	37	6,274½	5,683
Quebec Central	138	2	286	.....
International	69	1	138	.....
Massawippi	38	1	76	68
Vermont Central (in Canada)	107	2	218	81
Canadian Pacific :—				
In Ontario and Quebec	2,273¼	23	4,520	2,514⅖
In Manitoba and North-West	1,671	9	3,044⅕	92½
In British Columbia	650½	4	1,284	17
Great Northern	8	.....	.....	16
Canada Atlantic	132	1	231	495
Pontiac and Pacific Junction	68	.....	.....	136
Thousand Islands	2	.....	.....	12
Kingston and Pembroke	104	2	208	61
Napanee, Tamworth and Quebec	28	2	112	.....
Bay of Quinté	4	.....	.....	32
Central Ontario	104	2	208	30
Northern and North-Western	483½	7	874¼	1,201
Canada Southern	347¾	3	600¾	235½
Erie and Huron	66	1	132	72
Manitoba and North-Western	155	1	195¼	.....
North West Coal and Navigation Co.	109	.....	.....	218
Esquimalt and Nanaimo	78	1	156	.....
Totals	10,953¼	117	22,524¾₀	13,572⅘

COMPARATIVE STATEMENT of Railway Mail Service in November, 1887, and November, 1886.

Date.	Miles of Railway in Operation on which Mails are Carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways	Distance Travelled.		Daily.	Yearly.
In November, 1887	10,953¼	117	22,524 3/20	13,572⅘	36,096 1/20	11,298,346 7/20
do 1886	10,556¼	116	22,511½	12,824¼	35,335¼	11,059,855¼
Increase.....	*a* 397	1	12 13/20	748 11/20	761 7/10	238,491⅗

a The difference of 10 miles between this and the Statement of additional service during the year is occasioned by an error in the total mileage of the South Eastern Railway now under the management and included in the mileage of the Canadian Pacific.

REVENUE AND EXPENDITURE.

The Postal Revenue of the year was $2,603,255, and the expenditure included in the accounts of the year was $3,458,100, showing a deficit of $854,845. The deficit on the accounts of the preceding year to 30th June, 1886, was $911,031, thus exceeding that for the year 1887 by $56,186.

This reduction in the comparative amount of deficit, or insufficiency of the revenue from postal rates to meet the expenditure required for the due maintenance of the postal service, shows a tendency, for the first time since 1883, towards a higher comparative rate of increase in revenue than in expenditure.

As compared with 1886 the revenue of 1887 augmented by a fraction over 5 per cent, while the expenditure increased by about 2⅓ per cent. only.

From present indications it may be reasonably estimated that this process of reduction in the annual deficit will be maintained in the accounts of Postal Revenue and expenditure for the current year ending 30th June, 1888, and in this connexion it may be noted that the issue of postage stamps for the first six months of the present fiscal year ending in June next, exceeded the issue of the same for the corresponding period of the previous year by $102,868.

REGISTRATION.

The estimated number of registered letters passing by mail in Canada during this year was 3,560,000. The casualties affecting safe carriage and delivery applied to 166 cases out of this number, a result which does not vary from the ordinary average of one in every 21,490 letters registered.

In this aggregate of casualties are reckoned registered letters lost or destroyed by fire or other accidents whilst under conveyance, as well as letters stolen by

burglars or miscarrying from other like causes beyond the controlling power or influence of any registration system.

In 34 of the remaining cases included in the 166, the miscarriage, or the responsibility for it, was traced by the registration to negligence on the part of persons in the employ of the Post Office, by whom the amounts contained in the lost letters were made good.

The estimated number of registered letters passing by mail in Canada during the last 5 years was as follows:—

In 1883	2,650,000
1884	3,000,000
1885	3,000,000
1886	3,400,000
1887	3,560,000

DEAD LETTERS.

The total number of letters, circulars, post cards, &c., passing through the Canada Dead Letter Office, as shown by the records of this year, was 833,742, classified as follows:—

Dead letters of Canada origin, returned as undelivered by the British Post Office	10,106	
Dead letters of Canada origin, returned as undelivered by the United States Post Office	91,890	
Dead letters of Canada origin, returned as undelivered by British Colonies and foreign countries	1,356	
	103,352	
Less registered letters included therein and transferred to registered class	1,899	
		101,453
Dead letters, circulars, post cards, &c., returned from Canada Post Office		609,970
Dead letters registered or found to contain value.		17,293
Letters, circulars, post cards, &c., sent to the Dead Letter Office for special reasons, such as insufficient address, non-payment of postage, &c		105,026
		833,742

All letters of Canada origin which remain undelivered in the Post Office of the United Kingdom, of the United States, or of other countries to which Canada forwards correspondence, are returned unopened to the Canada Dead Letter Office for delivery as far as practicable to the writers thereof—and in like manner letters coming into Canada when delivery to address here fails, are returned unopened to the Post Office Administrations of the countries of origin.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post

RECEIPTS.

	Denominations.	Stamps on hand from last year.	Received from manufacturers.	Surplus on transactions of the year.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
								$ cts.
	½ cent	181,100	500,000	.....	232	.....	681,332	3,406 66
	1 do	6,660,700	28,725,000	.....	17,156	1,300	35,404,156	354,041 56
	2 do	573,600	2,800,000	.....	5,011	7,700	3,386,311	67,726 22
	3 do	8,224,900	57,325,000	.....	45,580	29,300	65,624,780	1,968,743 40
	5 do	384,050	2,100,000	.....	2,118	1,650	2,487,818	124,390 90
	6 do	206,100	1,050,000	.....	875	200	1,257,175	75,430 50
	10 do	111,250	200,000	.....	417	250	311,917	31,191 70
	12½ do	608,700	.....	.....	322	.....	609,022	76,127 75
	15 do	47,525	150,000	.....	85	200	197,810	29,671 50
Registered.	2 do	662,150	2,350,000	.....	4,630	1,100	3,017,880	60,357 60
Registered.	5 do	72,900	400,000	.....	2,699	600	476,199	23,809 95
	Post Bands	97,700	605,000	.....	1,275	1,200	705,175	8,814 68¾
	1 ct. Cards	1,446,790	15,976,000	100	1,993	5,933	17,430,816	174,308 16
	2 ct. do P.U	21,380	60,000	.....	853	3,617	85,850	1,717 00
	2 ct. Reply Cards.	41,690	130,000	250	183	50	172,173	3,443 46
Envelopes.	1 cent.	15,158	170,000	.....	.....	.....	185,158	2,407 05⅔
Envelopes.	3 do No. 1...	31,263	170,000	.....	326	725	202,314	6,676 36⅕
Envelopes.	3 do No. 2...	21,555	95,000	.....	89	390	117,034	3,920 63 9/10
		19,408,511	112,806,000	350	83,844	54,215	132,352,920	3,016,185 10½

Cards and Stamped Envelopes, for the Year ended 30th June, 1887.

ISSUE.

Denominations.	Issued to Postmasters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1887.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.
						$ cts.
½ cent	554,800		232	126,300	681,332	3,406 66
1 do	33,691,500		17,156	1,695,500	35,404,156	354,041 56
2 do	2,744,600		5,011	636,700	3,386,311	67,726 12
3 do	57,447,100		45,580	8,132,100	65,624,780	1,968,743 40
5 do	2,208,750		2,118	276,950	2,487,818	124,390 90
6 do	947,500		875	308,800	1,257,175	75,430 50
10 do	218,050		417	93,450	311,917	31,191 70
12½ do	450		322	608,250	609,022	76,127 75
15 do	99,575		85	98,150	197,810	29,671 50
Registered. 2 do	2,671,950	50	4,630	341,250	3,017,880	60,357 60
Registered. 5 do	387,200		2,699	86,300	476,199	23,809 95
Post Bands	559,200		1,275	144,700	705,175	8,814 68¾
1 ct. Cards	16,244,991		1,993	1,183,832	17,430,816	174,308 16
2 ct. do P.U	60,554		853	24,443	85,850	1,717 00
2 ct. Reply Cards	113,540		183	58,450	172,173	3,443 46
Envelopes. 1 cent	166,300			18,858	185,158	2,407 05⅔
Envelopes. 3 do No. 1	146,700		326	55,288	202,314	6,676 36⅙
Envelopes. 3 do No. 2	86,900		89	30,045	117,034	3,920 63 9/10
	118,349,660	50	83,844	13,919,366	132,352,920	3,016,185 10¼

Value of the Issue during the Year, to 30th June, 1887:—

Ontario	$1,462,321 19
Quebec	553,085 05
New Brunswick	138,583 65
Nova Scotia	198,174 30
Manitoba and North-West Territories	148,329 05
Prince Edward Island	28,280 35
British Columbia	48,910 35
Total	$2,577,713 94

NOTE.—The total Stamp Issue of the previous Year was $2,420,205.25, showing a comparative increase in Issue for the present Year of $157,508.68.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1887.

Year ended 30th June.	United States.		United Kingdom		France.		Germany, Denmark, Sweden and Norway.		Italy.		Switzerland and Roumania.		Belgium.		Newfoundland.		Jamaica.		Australasian Colonies, and New Zealand.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868	.....	.....	389,796	87,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,321	3,142	.....	.....	.....	.....
1869	.....	.....	367,092	94,308	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,246	6,514	.....	.....	.....	.....
1870	.....	.....	415,393	110,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,246	7,328	.....	.....	.....	.....
1871	.....	.....	474,376	121,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,321	5,049	.....	.....	.....	.....
1872	.....	.....	577,443	142,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,656	4,928	.....	.....	.....	.....
1873	.....	.....	665,407	156,888	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,799	3,807	.....	.....	.....	.....
1874	.....	.....	661,501	171,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,753	6,014	.....	.....	.....	.....
1875	.....	.....	572,246	174,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,197	6,930	.....	.....	.....	.....
1876	212,135	156,134	491,363	194,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,305	8,499	.....	.....	.....	.....
1877	276,821	207,889	409,474	188,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,699	12,280	.....	.....	.....	.....
1878	328,264	246,586	383,808	189,082	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,245	23,076	.....	.....	.....	.....
1879	335,200	308,256	361,940	176,067	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,061	21,509	.....	.....	.....	.....
1880	420,966	494 637	397,589	181,561	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,570	22,452	.....	.....	.....	.....
1881	610,094	807,372	430,686	175,461	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,883	19,901	.....	.....	.....	.....
1882	781,167	1,003,079	550,150	170,304	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,309	20,644	.....	.....	.....	.....
1883	1,023,548	1,015.358	827,200	196,467	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,415	24,448	.....	.....	.....	.....
1884	1,190,853	959,69[illegible]	862,822	257,738	.....	.....	16,100	5,612	11,482	592	3,804	696	*929	* 1,295	5,291	29,150	777	4,039	3,854	4,051
1885	1,288,245	820,046	‡ 769,679	299,563	†8,724	† 5,107	23,039	7,137	23,273	620	3,643	1,069	1,146	3,343	6,652	37,863	696	6,481	5,110	4,521
1886	1,232,000	861,347	‡ 753,743	294,484	16,720	18,475	29,425	7,447	30,332	865	3,702	1,356	2,113	4,505	6,467	40,092	718	8,557	9,573	8,829
1887	1,262,382	1,096,363	‡ 837,146	304,115	20,409	12,717	40,318	9,700	48,450	1331	3,069	1,661	3,726	4,686	11,997	42,114	1527	15,509	6,069	7,477

* Nine months business only, from 1st October, 1883.
† Eight do do 1st November, 1884.
‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1887.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders issued.	Total Amount of Money Orders issued in Canada.	Where Payable.		Amount of Orders issued in other Countries payable in Canada.	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In Canada.	In other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38 495 55	33,225 68	.....
1872	634	136,422	5,154,120 13	4,573,019 76	581,100 37	147,230 16	44 682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92
1874	652	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4.239 21
1877	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	*a* 73,035 92	58 85
1884	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	*b* 87,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 92	73,592 86	*c* 83,211 35	4,295 59
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional Countries, as stated in the Report for the year ended 30th June, 1883.

b. Including the amount of the "Void" Orders of all previous years. Henceforward the "Void" Orders are brought to account each year in this column.

c. Including payment for services partly chargeable to preceding year.

MONEY ORDER SYSTEM.

The Money Order Offices in operation on the 30th June, 1887, numbered 933, an increase of 23, during the year,—the distribution being as follows :—

Ontario	502
Quebec	146
Nova Scotia	134
New Brunswick	93
Prince Edward Island	9
Manitoba	17
North West Territories	11
British Columbia	21
	933

The accompanying Tables (on preceding pages) exhibit the Money Order transactions, both domestic and foreign, up to the 30th June, 1887. It will be seen that the interchange of Money Orders with other countries, was as follows :—

Country.	Issued in Canada.		Payable in Canada.	
	Number.	Amount.	Number.	Amount.
		$		$
*United Kingdom	63,700	837,146	18,573	304,115
United States	101,192	1,262,382	63,233	1,096,363
France	1,877	20,409	501	12,717
Germany, Denmark, Sweden and Norway	2,331	40,318	330	9,700
Italy	1,472	48,450	35	1,331
Switzerland and Roumania	199	3,069	68	1,661
Belgium	220	3,726	147	4,686
Newfoundland	637	11,997	2,143	42,114
Jamaica	54	1,527	394	15,509
Australasian Colonies and New Zealand	234	6,069	330	7,477

* Including all those British Possessions, and a few foreign countries, between which and Canada there is not a direct Money Order Exchange.

The total number of Money Orders of all classes issued during the year was 574,899, an increase over the previous year of 45,441. Of these, 402,983, amoun ting

to $8,093,886, were for payment in Canada; the remainder, 171,916, amounting to $2,235,097, were payable abroad. While the domestic business exhibits much the same results as the previous year, the transactions with other countries continue to increase in volume. The transmissions by Money Order to other countries, in 1887, exceeded those of 1886 by $150,000, and the payments in Canada of Money Orders originating abroad exceeded like payments in 1886, by $249,716.

Correspondence is now in progress with a view to the establishment of a direct interchange of Money Orders between Canada and the Leeward Islands, West Indies.

STATEMENT of the Business of the POST OFFICE SAVINGS BANK,

PERIOD.	Number of Post Office Savings Banks at close of period	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.
			$	$	*	* $	$	
Three months ended 30th June, 1868...	81	3,247	212,507	65.44	166	8,857.48	53.35	2,146
Year ended 30th June, 1869.	213	16,653	927,885	55.71	4,787	296,754.35	61.99	6,429
Year ended 30th June, 1870.....	226	24,994	1,347,901	53.93	9,478	664,555.51	70.11	7,823
Year ended 30th June, 1871.....	230	33,256	1,917,576	57.66	15,148	1,093,438.86	72.10	9,424
Year ended 30th June, 1872.....	235	39,489	2,261,631	57.27	19,325 829	1,571,665.19 206,900.00	81.33	10,846
Year ended 30th June, 1873.....	239	44,413	2,306,918	51.94	22,159 1,641	1,925,999.32 397,300.00	86.91	11,995
Year ended 30th June, 1874... ...	266	45,329	2,340,284	51.63	24,248 1,566	2,086,243.42 382,400.00	86.04	12,048
Year ended 30th June, 1875....	268	42,508	1,942,346	45.69	24,637 1,317	2,041,879.04 300,100.00	82.88	10,516
Year ended 30th June, 1876.....	279	38,647	1,726,204	44.66	23,127 1,025	1,783,257.97 238,200.00	77.11	10,218
Year ended 30th June, 1877.....	287	36,126	1,521,000	42.10	21,643 841	1,525,682.98 200,400.00	70.49	8,971
Year ended 30th June, 1878.....	295	40,097	1,724,371	43.00	21,065 879	1,486,158.73 227,500.00	70.55	10,058
Year ended 30th June, 1879.....	297	43,349	1,973,243	45.52	22,326 900	1,475,048.79 258,400.00	66.07	10,755
Year ended 30th June, 1880.....	297	56,031	2,720,216	48.55	26,043 673	1,820,213.16 195,600.00	69.89	14,407
Year ended 30th June, 1881.....	304	71,747	4,175,042	58.19	28,398 112	2,072,289.15 25,100.00	73.56	18,731
Year ended 30th June, 1882.....	308	97,380	6,435,989	66.09	35,859	3,461,619.31	96.53	25,778
Year ended 30th June, 1883.....	330	109,489	6,826,266	62.35	45,253	4,730,995.39	104.54	27,127
Year ended 30th June, 1884.....	343	109,388	6,441,439	58.88	56,026	5,649,611.13	100.84	26,562
Year ended 30th June, 1885.....	355	116,576	7,098,459	60.89	59,714	5,793,031.84	97.01	27,591
Year ended 30th June, 1886.....	392	126,322	7,645,227	60.52	62,205	6,183,470.60	99.40	29,103
Year ended 30th June, 1887.....	415	143,076	8,272,041	57.81	65,853	6,626,067.51	100.62	31,874

*The figures in smaller type in these two columns exhibit further withdrawals not paid to depositors Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors, having, as

The fluctuations in the expenses of management, and the average cost of each transaction,—where attributable to payments in one year for services not wholly chargeable to that year.

The total cost of maintaining the Post Office Savings Bank, including interest allowed to depositors in the hands of the Government.

NOTE—(a) The result of burglaries at the Post Offices at Lachute, Markdale, Newboro' and

Canada, year by year, from the 1st April, 1868, to 30th June, 1887.

Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of Maintaining the Post Office Savings Banks.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
		Total expenses of management, including salaries, compensation to Postmasters, inspection, printing, stationery, &c.	Average cost of each transaction, viz.: of each deposit or withdrawal.	Percentage of cost of management to balance due to depositors.	Losses sustained.	Interest allowed to depositors.		
		$	$		$	$	$	$
44	2,102	8,389.43	.....	.....	.....	939 37	204,588.89	97.33
1,319	7,212	5,808.14	0.23 4/10	0.67	.....	21,094.73	856,814.26	118.80
2,857	12,178	8,128.12	0.20 5/10	0.51	.....	48,689 08	1,588,848 83	130.41
4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
6,940	21,059	12,242.34	0.20 1/10	0.39	.....	116,174.55	3,096,500.01	147.04
9,528	23,526	15,093.78	0.22 7/10	0.47	.....	126,932.88	3,207,051.57	136.32
10,606	24,968	14,442.71	0.20 7/10	0.45	.....	126,273.31	3,204,965.46	128 36
11,190	24,294	12,539.59	0.18 7/10	0.42	.....	120,758 06	2,926,090.48	120.44
10,097	24,415	14,662.14	0.23 7/10	0.53	.....	110,116.08	2,740,952.59	112.27
9,312	24,074	15,149.13	0.26 2/10	0.57	.....	104,067.86	2,639,937.47	109.60
8,597	25,535	15,266.08	0.25	0.55	6,126.67	103,834.29	2,754,484.03	107.87
8,845	27,445	16,100.03	0.24 5/10	0.51	.....	110,912.56	3,105,190.80	113.14
10,487	31,365	19,134.14	0.23 3/10	0.49	.....	136,075.47	3,945,669.11	125.80
10,491	39,605	23,223.99	0.23 2/10	0.37	.....	184,904.81	6,208,226.77	156.75
13,920	51,463	29,245.68	0.21 9/10	0.31	391.00	291,065.07	9,473,661.53	184.08
17,531	61,059	31,180.03	0.20 2/10	0.26	.....	407,305.17	11,976,237.31	196.13
20,939	66,682	34,168.95	0.20 6/10	0.26	.....	477,487.46	13,245,552.64	198.63
20,951	73,322	35,751.23	0.20 3/10	0.24	.....	539,560.51	15,090,540.31	205.81
21,555	80,870	41,358.11	0·21 3/10	0.24	*a* 341.49	607,075.38	17,159,372.09	212.18
22,585	90,159	43,661.25	0.20 3/10	0.22	*a* 150.00	692,404.57	19,497,750.15	216.26

in cash, but at their request paid over to the Finance Department to be inscribed in their names in
shown, passed out of the Books of the Post Office Savings Bank, does not appear in this Statement.
not explained by variations in the amount of business and the number of transactions,—are mainly

and all expenses of management, averages about 4 1/10 per cent. on the average Savings Bank balance

Peterboro'.

POST OFFICE SAVINGS BANK.

The balance due to depositors at the close of the fiscal year (30th June, 1887) was $19,497,750, an increase of $2,338,368 during the year, about the same increase as exhibited in the previous year as compared with that which preceded it. While the rate of increase in the gross amount of deposits remained the same, it is worthy of remark that the deposits in 1887 increased numerically by 16,754 as compared with an increase of 9,746 in 1886, and that the open accounts (more numerous in 1887 than in 1886 by 9,289) increased in larger proportion, as compared with the previous year, than in any single year save one, since the establishment of Post office Savings Banks. While the figures of a single year afford insufficient data for observation, it may be hoped that the "small depositors" are as a class becoming more numerous.

The accompanying Statistical Table shows, in tabular form, the progress of the Post Office Savings Bank from 1868 to 1887.

Twenty-three new offices were added, during the year, to the number of those authorized to transact Savings Bank business, making a total of 415 in operation on the 30th June, 1887.

The losses sustained during the year in conducting the Savings Bank business were confined to the sum of $150, stolen by burglars from a country Post Office.

A. W. McLELAN,
Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, February, 1888.

Postal Convention between the Dominion of Canada and the United States of America.

For the purpose of making better postal arrangements between the Dominion of Canada and the United States of America, the undersigned, Archibald Woodbury McLelan, Postmaster-General of the Dominion of Canada, and William F. Vilas, Postmaster General of the United States of America, by virtue of authority vested in them by law, have agreed upon the following Articles:—

ARTICLE I.

(*a.*) Articles of every kind or nature, which are admitted to the domestic mails of either country, except as herein prohibited, shall be admitted to the mails exchanged under this Convention; subject, however, to such regulations as the Postal Administration of the country of destination may deem necessary to protect its Custom revenues. But articles other than letters in their usual and ordinary form must never be closed against inspection, but must be so wrapped or enclosed that they may be readily and thoroughly examined by Postmasters or Customs Officers.

The following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright laws of the country of destination, packets, except single volumes of printed books, the weight of which exceeds two kilograms; liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquify, live or dead animals not dried, insects and reptiles, confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor, lottery tickets or circulars, all obscene and immoral articles, other articles which may destroy or in any way damage the mails or injure the persons handling them.

(*b.*) Except as required by the regulations of the country of destination for the collection of its Customs duties, all admissible matter mailed in one country for the other, or received in one country from the other, whether by land or sea conveyance, shall be free from any detention or inspection whatever, and shall in the first case be forwarded by the most speedy means to its destination, and in the latter be promptly delivered to the respective persons to whom it is addressed, being subject in its transmission to the laws and regulations of each country respectively.

(*c.*) The classification of and the rates of postage and the registration fee to be levied and collected upon mail-matter originating in either country and addressed to the other, shall be in accordance with the domestic laws and regulations of the country of origin; provided that the rates of postage and registration fees so levied shall not exceed in either country the minimum rates of postage and registration fee prescribed for articles of a like nature by articles V and VI of the Universal Postal Union Convention of Paris, of June, 1878, as amended by the additional Act of Lisbon, of 21st March, 1885.

ARTICLE II.

(*a.*) Each administration shall retain to its own use the whole of the postage and registration fees it collects on postal articles exchanged with the other, including deficient postage; consequently there will be no postage accounts between the two countries.

(*b.*) Full payment of postage shall be required in both countries upon correspondence of all kinds, except letters, upon which prepayment of at least one full

rate shall be compulsory. Payment of postage and registration fees shall be certified by affixing the appropriate stamps of the country of origin.

(*c.*) Each insufficiently prepaid letter shall have stamped on its cover the capital letter T and shall have indicated plainly thereon, in figures, on the upper left hand corner of the address, by the postal officials of the country of origin, the amount of the deficient postage, and only the amount so indicated shall be collected of addressees on delivery, except in cases of obvious error.

ARTICLE III.

No postage charges shall be levied in either country on fully prepaid correspondence originating in the other, nor shall any charge be made in the country of destination upon official correspondence which, under the postal regulations of the country of origin, is entitled to freedom from postage; but the country of destination will receive, forward and deliver the same free of charge.

ARTICLE IV.

In case any correspondence is tendered for mailing in either country obviously to evade the higher postage rates applicable to it in the other country, it shall be refused, unless payment be made of such higher rates.

ARTICLE V.

(*a.*) Exchanges of mails under this convention, whether by sea or land, shall be effected through the post offices of both countries already designated as exchange post offices, or through such others as may be hereafter agreed upon, under such regulations relative to the details of the exchanges as may be eventually determined to be essential to the security and expedition of the mails and the protection of the Customs revenues.

(*b.*) Each country shall provide for and bear the expense of the conveyance of its mails to the other; or if by agreement the conveyance in both directions in overland exchanges, other than by railway, is provided for by one of them, the expense of transportation shall be shared between them in proportion to the distance travelled over the territory of each.

ARTICLE VI.

The United States of America and the Dominion of Canada each grants to the other, free of any charge, detention or examination whatsoever, the transit across its territory, of the closed mails made up by any authorized exchange office of either country, addressed to any other exchange office of the same country, or to any exchange office of the other country.

ARTICLE VII.

(*a.*) Any packet or mailable correspondence may be registered upon payment of the rate of postage and the registration fee applicable thereto in the country of origin.

(*b.*) An acknowledgement of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

ARTICLE VIII.

(*a.*) Overland exchanges of ordinary international correspondence may be effected without the use of letter-bills, but registered correspondence must be accom-

panied by a descriptive list thereof, by means of which the registered articles may be identified for the purpose of acknowledgment by the receiving offices.

(*b*) If a registered article advised shall not be found in the mails by the receiving office, its absence shall be immediately reported by the receiving to the sending office.

ARTICLE IX.

Ordinary and registered exchanges unless the latter be made in through registered pouches, shall be effected in properly sealed sacks.

ARTICLE X.

(*a.*) All registered articles, ordinary letters, postal cards and other manuscript matter, business or commercial papers, books (bound or satched) proofs of printing, engravings, photographs, drawings, maps, and other articles manifestly of value to the sender, which are not delivered from any cause, shall be reciprocally returned monthly without charge, through the central administrations of the two countries, in special packets or sacks marked "Return," after the expiration of the period for their retention required by the laws or regulations of the country of destination; the returned registered articles to be accompanied by a descriptive list, and the special packets or sacks used for returning undelivered matter to be forwarded under registration when registered articles are returned in them.

(*b.*) Fully prepaid letters which bear requests by the senders for their return in case of non-delivery by a certain date, or within a specified time, shall be reciprocally returned, without charge, directly to the despatching exchange office, at the expiration of the period for their retention indicated in the requests.

(*c.*) Fully prepaid letters bearing on the covers the business cards, the names and addresses of the senders or designation of places to which they may be returned, as post office box, street and number, &c., without requests for their return in case of non-delivery within a specified time, shall be reciprocally returned without charge directly to the despatching exchange office, at the expiration of thirty days from the date of their receipt at the office of destination.

ARTICLE XI.

All matters connected with the exchange of mails between the two countries, which are not herein provided for, shall be governed by the provisions of the Universal Postal Union Convention and regulations now in force, or which may hereinafter be enacted, for the governance of such matters in the exchanges of mails between countries of the Universal Postal Union generally, so far as the articles of such Universal Postal Union Convention shall be obligatory upon both of the contracting parties.

ARTICLE XII.

The Postmaster General of the United States of America and the Postmaster General of the Dominion of Canada shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article I.

ARTICLE XIII.

This Convention abrogates the special postal Convention between the two countries signed at the City of Washington the first day of February, 1875, and at Ottawa the twenty-seventh day of January, 1875. It shall be ratified by the contracting coun-

tries in accordance with their respective laws, and its ratification shall be exchanged at the City of Washington as early as possible, not later than one month from this date. It shall take effect on the 1st day of March, 1888, and shall continue in force until terminated by mutual agreement or annulled at the instance of the Post Office Department of either country upon six months' previous notice given to the other.

Done in duplicate and signed at Washington the 12th day of January, 1888, and at Ottawa the 19th day of January, 1888.

(Signed) A. W. McLELAN,
Postmaster-General of the Dominion of Canada.

{SEAL}

(Signed) WM. F. VILAS,
Postmaster-General of the United States of America.

The foregoing Convention between the Dominion of Canada and the United States of America has been negotiated and concluded with my advice and consent, and is here by approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

(Signed) GROVER CLEVELAND.

{SEAL}

By the President,
(Signed) T. F. BAYARD,
Secretary of State.

WASHINGTON, 26th January, 1888.

RETURN of Passages, Number of Passengers and Cargoes of the Steamships of the Allan and Dominion Lines, under Contract for the Conveyance of the Mails from Liverpool to Halifax, and from Halifax to Liverpool, from 4th November, 1886, till 7th May, 1887.

STEAMSHIP.	CAPTAIN.	Left Liverpool.	Arrived at Halifax.	Passage. Days.	Hours.	Minutes.	Number of Passengers.	Freight. United States.	Canada.	Left Halifax.	Arrived at Liverpool.	Passage. Days.	Hours.	Minutes.	Number of Passengers.	REMARKS.
								Tons	Tons.							
*Oregon	Williams	Nov. 4	Nov. 14	9	14	0	60	506	1,773	Nov. 27	Dec. 6	8	14	0	55	The bulk of this steamer's homeward cargo was loaded at Portland.
Sardinian	Smith	do 11	do 21	9	16	25	231	833	1,695	Dec. 4	do 12	8	7	0	165	do do do
*Vancouver	Lindall	do 18	do 27	8	8	0	110	951	1,563	do 11	do 20	8	8	30	131	do do do
Polynesian	Ritchie	do 26	Dec. 6	9	22	20	154	1,029	1,605	do 19	do 27	8	13	20	103	do do do
*Sarnia	Gibson	Dec. 2	do 14	11	10	0	83	256	2,318	do 25	Jan. 4	9	5	0	57	do do do
Peruvian	Wylie	do 9	do 19	9	15	0	218	430	1,768	Jan. 1	do 10	8	15	0	80	do do do
*Oregon	Williams	do 16	do 26	9	3	30	64	154	2,025	do 8	do 18	8	23	0	30	do do do
Sarmatian	Ambury	do 23	Jan. 3	9	22	0	82	364	2,047	do 16	do 25	8	10	20	50	do do do
Polynesian	Ritchie	do 31	do 11	11	0	10	51	472	1,921	do 23	Feb. 1	8	15	50	55	do do do
Circassian	Richardson	Jan. 6	do 18	11	14	0	89	297	2,186	do 29	do 8	9	12	30	63	do do do
*Sarnia	Gibson	do 13	do 25	11	3	0	49	57	2,181	Feb. 5	do 15	9	9	0	33	do do do
Peruvian	Wylie	do 20	Feb. 2	12	15	0	154	546	1,679	do 12	do 22	9	1	0	57	do do do
*Oregon	Williams	do 27	do 9	12	2	0	66	300	2,169	do 20	Mar. 22	8	19	0	43	do do do
Sardinian	Smith	Feb. 3	do 14	10	3	45	172	949	2,123	do 28	do 9	9	5	30	83	do do do
Sarmatian	Richardson	do 10	do 19	8	15	20	152	531	2,236	Mar. 6	do 17	11	10	0	38	do do do
Circassian	Barrett	do 17	Mar. 1	11	15	0	239	455	2,579	do 13	do 23	10	4	30	50	do do do
*Sarnia	Gibson	do 24	do 7	10	14	0	199	532	2,487	do 19	do 29	10	1	0	36	do do do
Peruvian	Wylie	Mar. 3	do 12	8	15	20	439	355	1,467	do 29	April 8	9	16	0	74	do do do
*Oregon	Williams	do 10	do 19	8	15	0	320	183	2,540	April 3	do 12	9	3	0	37	do do do
Parisian	Smith	do 17	do 28	10	0	10	981	761	1,798	do 9	do 19	8	13	35	132	do do do
*Vancouver	Lindall	do 24	April 3	8	9	0	524	300	2,168	do 16	do 24	8	2	0	69	do do do
Circassian	Barrett	do 31	do 10	9	11	0	830	633	1,489	do 23	May 3	9	2	45	96	do do do
*Sarnia	Gibson	April 7	do 17	9	9	0	683	50	1,982	May 1	do 11	9	7	0	90	do do do
Sardinian	Ritchie	do 14	do 24	8	18	25	880	795	1,144	do 7	do 16	8	16	25	91	do do do
				240	6	25	6,730	11,729	46,883			217	18	15	1,719	
Average time Westward				10	0	16		Average time Eastward				9	1	45		

*Dominion Line Steamers.

RETURN of Passages, Number of Passengers and Cargoes of the Steamships of the Allan and Dominion Lines, under Contract for the Conveyance of the Mails from Liverpool to Quebec, and from Quebec to Liverpool, from 21st April, 1887, till 17th November, 1887.

STEAMSHIP.	CAPTAIN.	Left Liverpool.	Arrived at Quebec.	Passage. Days.	Hours.	Minutes.	Number of Passengers.	Freight. Quebec and East	Montreal & West.	Left Quebec	Arrived at Liverpool.	Passage. Days.	Hours.	Minutes.	Number of Passengers.	Barrels and Sacks. Ashes.	Flour & Oatmeal	Apples.	Bushels Grain.	Pkgs. Butter.	Boxes Cheese.	Tierces Beef.	Pkgs. Lard.	Barrels Pork.	Boxes Meat.	Kegs and Cases Canned Meats.	Cases Splints.	Cases Leather.	Pieces Deals and Boards.	Sundries.	Total Barrel Bulk.	REMARKS.
								Tons.	Tons.																							
*Oregon	Williams	April 21	May 2	9	23	15	800	118	1,891	May 12	May 22	9	11	0	70	.....	2,180	60	58,839	.....	.....	.....	.....	.....	69	.....	.....	.....	21,172	72	24,964	
Parisian	Smith	do 28	do 9	8	12	33	976	171	2,681	do 19	do 29	9	10	51	249	.....	1,800	227	81,399	.....	1,881	26	500	3	1,715	1,943	.....	.....	5,890	710	26,373	
Sarmatian	Richardson	May 5	do 16	10	1	40	742	132	1,950	do 26	June 6	9	9	0	116	.....	3,000	.....	41,040	.....	3,249	662	250	130	2,446	1,050	304	19	530	12	20,453	
*Vancouver	Lindall	do 12	do 22	8	8	0	843	90	2,032	June 2	do 11	8	1	0	187	.....	1,681	.....	85,421	.....	10,767	.....	.....	.....	404	.....	.....	.....	17,167	11	30,610	
Sardinian	Ritchie	do 19	do 31	9	12	35	931	73	2,283	do 9	do 18	9	4	15	211	.....	2,399	.....	44,261	50	10,123	432	.....	574	1,409	.....	.....	6	3,578	.....	21,662	
*Oregon	Williams	do 27	June 5	9	13	0	409	152	1,970	do 16	do 26	9	18	30	86	.....	4,080	.....	66,681	.....	12,203	.....	378	.....	957	.....	.....	4	9,610	4	28,821	100 sacks asbestos.
Parisian	Smith	June 2	do 12	8	15	15	631	48	2,765	do 23	July 3	8	9	15	305	.....	2,578	.....	54,089	223	14,376	138	2,200	51	1,478	60	572	.....	7,333	43	28,284	
Sarmatian	Richardson	do 9	do 20	9	21	0	630	56	2,058	do 30	do 10	9	4	0	132	10	3,722	.....	27,890	160	9,832	1,059	.....	82	1,734	1,051	62	7	703	47	19,347	
*Vancouver	Lindall	do 16	do 25	8	6	0	425	114	2,452	July 7	do 15	8	4	30	223	.....	1,105	.....	44,466	.....	10,017	.....	1,164	37	1,480	.....	.....	.....	17,884	23	26,247	148 sacks asbestos.
Sardinian	Ritchie	do 23	July 2	8	17	40	599	89	1,672	do 14	do 23	8	12	45	150	.....	600	.....	40,643	101	14,914	244	1,000	633	2,448	60	50	4	1,205	25	23,144	
*Oregon	Williams	do 30	do 11	9	7	0	205	121	1,409	do 21	do 31	9	6	30	66	29	200	.....	59,700	.....	15,001	.....	160	13	1,312	.....	.....	.....	10,711	10	26,551	
Parisian	Smith	July 7	do 16	7	17	42	718	81	1,729	do 28	Aug. 6	7	23	40	236	30	3,251	.....	36,936	1,806	12,906	73	.....	18	3,088	153	.....	.....	8,526	271	23,731	
Sarmatian	Richardson	do 14	do 24	9	0	0	527	64	1,689	Aug. 4	do 14	9	1	0	134	.....	2,699	.....	24,538	879	10,241	.....	1,017	.....	1,498	703	442	44	2,361	457	17,425	
*Vancouver	Lindall	do 21	do 30	7	18	30	380	93	1,681	do 11	do 19	8	3	0	118	.....	1,650	.....	42,714	50	10,800	.....	.....	.....	1,234	.....	.....	.....	21,043	58	28,784	
Sardinian	Ritchie	do 28	Aug. 6	8	14	0	462	46	2,067	do 18	do 28	8	22	20	127	.....	400	.....	41,818	1,389	6,676	57	3,500	26	2,180	2,681	314	19	2,236	138	20,979	
*Oregon	Williams	Aug. 4	do 15	9	18	0	248	34	1,593	do 25	Sept. 4	9	11	0	81	.....	1,199	.....	49,053	50	7,171	.....	.....	.....	1,172	.....	.....	.....	31,565	248	27,091	
Parisian	Smith	do 11	do 20	7	18	0	821	72	1,870	Sept. 1	do 10	7	21	10	349	.....	200	322	55,477	1,178	7,973	293	1,000	3	1,130	.....	.....	.....	10,081	14	25,371	
Sarmatian	Richardson	do 18	do 27	8	7	0	470	113	1,667	do 8	do 17	8	16	30	131	.....	600	.....	36,123	1,689	5,774	82	250	31	783	1,108	155	.....	6,435	26	16,959	
*Vancouver	Lindall	do 25	Sept. 3	7	20	0	323	51	1,990	do 15	do 24	8	14	15	91	15	1,300	162	51,519	1,674	2,760	.....	2,000	249	818	750	.....	4	32,626	61	25,963	
Sardinian	Ritchie	Sept. 1	do 10	8	19	35	531	47	1,583	do 22	Oct. 2	8	19	20	115	.....	658	756	44,648	200	4,760	626	500	1	660	290	100	31	9,104	73	20,369	
*Oregon	Williams	do 8	do 19	10	0	0	186	92	1,899	Oct. 4	do 15	10	0	0	40	28	.....	1,266	57,670	440	2,962	.....	.....	.....	356	.....	.....	.....	24,837	33	27,015	275 packages oil cake.
Parisian	Smith	do 15	do 24	8	5	35	581	41	2,510	do 6	do 15	8	9	47	249	.....	1,091	2,939	43,567	171	3,562	434	305	60	791	950	330	21	13,039	31	23,736	
Sarmatian	Richardson	do 22	Oct. 2	9	4	0	325	133	2,105	do 13	do 22	9	1	0	115	.....	4,800	3,206	31,544	158	7,834	.....	500	164	608	744	314	44	.....	19	18,817	
*Vancouver	Lindall	do 29	do 8	7	14	45	467	58	1,888	do 20	do 28	8	5	0	97	.....	800	1,335	47,346	.....	2,208	.....	.....	.....	736	.....	.....	.....	13,345	37	20,467	
Sardinian	Ritchie	Oct. 6	do 15	8	17	40	281	64	1,775	do 27	Nov. 5	8	22	0	118	.....	945	2,622	38,838	488	4,765	250	1,575	.....	651	2,603	.....	.....	6,927	22	19,803	
Polynesian †	Wylie	do 17	do 27	8	23	0	264	194	2,138	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
*Oregon ‡	Williams	.....	.....	.....	.....	.....	.....	.....	.....	.....	Nov. 3	Nov. 14	9	16	0	58	.....	3,796	2,435	47,651	3	4,700	.....	122	.....	189	25	.....	.....	13,419	51	21,238	
Parisian	Smith	Oct. 20	Oct. 29	8	6	58	401	68	2,299	do 10	do 19	8	20	0	184	.....	901	497	54,280	508	7,081	918	1,000	13	1,683	1,235	314	46	10,808	36	26,901	
Sarmatian	Richardson	do 27	Nov. 8	10	23	0	274	71	1,837	do 17	do 27	9	8	30	126	.....	.....	4,035	34,802	.....	9,713	63	956	.....	458	720	470	13	4,161	58	19,627	
				248	5	43	14,654	2,485	55,381			248	16	8	4,163	112	47,635	19,862	1,337,951	11,127	213,848	5,357	18,376	2,085	33,444	15,423	3,900	301	305,266	2,691	660,732	
Average time Westward				8	20	46		Average time Eastward				8	21	9																		

*Dominion Line Steamers. †Returned to Liverpool as an extra steamer. ‡Came out as an extra steamer.

MONTREAL, 15th December, 1887.

MEMORANDUM of Special Mail Subsidies and Steamship Subventions, disbursed through the Post Office Department during the Fiscal Year ended 30th June, 1887.

N.B.—These amounts are not paid from the Parliamentary Appropriation for the Post Office Department, but from the special vote for Mail Subsidies and Steamship Subventions, and are brought into the Public Accounts under that heading.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.	Total Amount.
MAIL SUBSIDIES.					$ cts.	$ cts.
Yearly subsidy to Montreal Ocean Steamship Co.—						
Halifax and Liverpool, *viâ* Moville (winter)	Andrew Allan	2,530	1	12 months to 31st March, 1887.		126,533 32
Quebec and Liverpool, *viâ* Moville (summer)	do	2,650	1			
Steam service between the United States and Victoria, British Columbia—						
Victoria and San Francisco, U.S.	Goodall & Perkins	750	3 per month.	do do		17,640 00
Steam communication on Lakes Huron and Superior—						
Collingwood and Sault Ste. Marie	G. N. Transit Co	429	2	Season, 1886	5,000 00	
Owen Sound and Sault Ste. Marie	Algoma Navigation Co	390	1	do	1,000 00	
						6,000 00
Steam communication with the Magdalen Islands—						
Pictou and Magdalen Islands, including Grand Entry	J. Holliday	180	1	do	5,550 00	
Pictou, Magdalen Islands and Gaspé, *viâ* Percé	do	410	3 per season.	do	2,250 00	
						7,800 00
Steam communication between Grand Manan, N.B., and Mainland—						
Grand Manan, St. John and St. Stephen	E. Gaskill	75 & 50	1	do		4,000 00
Steam communication between Prince Edward Island and Mainland—						
Charlottetown, Shediac, N.B., and Pictou, N.S.	P. E. Island S. N. Co	45 & 60	6 & 4	do		10,000 00
STEAMSHIP SUBVENTIONS.						
Steam communication between Halifax and St. Pierre—						
Halifax, Cape Breton and St. Pierre, Miquelon	Anglo-French SS. Co	40, 30 & 25	Fortnightly	12 months to 31st March, 1887.		2,000 00
Steam communication between Cape Canso and Port Hood, *viâ* Port Mulgrave—						
Port Mulgrave to Canso, *viâ* Arichat; Port Mulgrave to Guysborough; Port Mulgrave to Port Hood	R. Macdonald	439	2	do do		5,000 00
Steam communication between Halifax and St. John, *viâ* Yarmouth—						
Halifax and St. John, *viâ* Yarmouth and intermediate ports	E. Fishwick	292	1	Season, 1886		10,000 00
Steam communication between Halifax, Murray Harbor and Charlottetown—						
Halifax, Murray Harbor and Charlottetown, *viâ* Nova Scotia and Cape Breton ports	do	250	1	do		3,000 00
Steam communication between Port Mulgrave and East Bay, Cape Breton—						
Port Mulgrave and Head of East Bay	Bras d'Or S. N. Co	75	6	do		6,000 00
Steam communication between Port Mulgrave or Pictou Railway Terminus and Cheticamp, &c. (the Local Government having granted a similar amount)—						
Pictou, Port Hood, Mabou, Margaree and Cheticamp.	F. W. Fraser	117	1	do		2,000 00

PART I.

REPORT No. 1.

STATEMENT of the Revenue and Expenditure of the Post Office Department of the Dominion of Canada, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
Balances due by Postmasters, 30th June, 1886 ...	68,403 78	Report:			
Postage paid in money, on letters	17,080 82	2 Conveyance of mails by land	727,664 31	1 00	727,665 31
do do newspapers and periodicals	849 74	2 do do steamboats, &c.....	87,135 51	.....	87,135 51
do do way letters	49 69	2 do do railways	823,879 41	.....	823,879 41
3 Amount collected by letter carriers	277 55	2 Making and repairing mail bags and locks..	16,015 84	6 61	16,022 45
Rents of letter boxes, drawers, &c..	22,509 10		1,654,695 07	7 61	1,654,702 68
Postage stamps and post cards, &c, sold.....	2,562,631 11¼	3 A. Salaries	959,884 02	518,765 96	1,478,649 98
Miscellaneous receipts.....	3,109 79	3 B. Forward allowances.....	.....	44,809 31	44,809 31
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	5,614 79	3 C. Allowances towards rent, fuel and light	.....	35,091 21	35,091 21
	2,680,526 37¼	3 D. Discount to stamp vendors.	.....	34,954 89	34,954 89
LESS—Mis-sent and dead letters ....$ 2,949 18¼		3 E Travelling expenses	19,193 12	.....	19,193 12
Balances due by Postmasters, 30th June, 1887. ..... 74,321 63		3 F. Tradesmen's bills.....	74,494 41	68 52	74,562 93
	77,270 81¼	3 G. Rents and taxes	1,566 20	.....	1,566 20
Net Revenue	2,603,255 56	3 H. Stationery, printing and advertising	57,733 12	3 12	57,736 24
Balance	854 845 05	3 I Fuel, light and water.....	209 88	27 00	236 88
	$3,458,100 61	3 K. Miscellaneous disbursements	51,131 40	5,465 77	56,597 17
			$2,818,907 22	$639,193 39	
					$3,458,100 61

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 1, A.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Ontario, for the Year ended 30th June, 1887.

REVENUE.	Amount.
	$ cts.
Balances due by Postmasters, 30th June, 1886...	21,840 10
Postage paid in money, on letters.....	9,936 24
do do newspapers and periodicals	511 18
do do way letters.....	3 52
Amount collected by letter carriers	.....
Rents of letter boxes, drawers, &c.....	5,197 59
Postage stamps and post cards, &c., sold.....	1,452,806 01¼
Miscellaneous receipts (including $1,373.61 received at Department).....	1,626 27
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	3,168 82
	1,495,089 73¼
LESS—Mis-sent and dead letters.....$ 1,376 11¼	
Balances due by Postmasters, 30th June, 1887..... 23,668 90	
	25,045 01¼
Net Revenue.....	1,470,044 72
Balance.....	162,238 79
	$1,632,283 51

	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
		$ cts.	$ cts.	$ cts.
Report:				
2 A.	Conveyance of mails by land	267,636 18	.....	267,636 18
	do do steamboats, &c.	9,157 59	.....	9,157 59
	do do railways	430,082 95	.....	430,082 95
	Making and rep'g mail bags and locks...	7,478 34	1 25	7,479 59
		714,355 06	1 25	714,356 31
3 A.	A. Salaries	471,720 61	270,730 23	742,450 84
	B. Forward allowances.....	.....	22,116 82	22,116 82
	C. Allow's towards rent, fuel and light	.....	21,547 24	21,547 24
	D. Discount to stamp vendors.....	.....	21,132 81	21,132 81
	E. Travelling expenses	9,364 45	.....	9,364 45
	F. Tradesmen's bills.....	39,702 64	0 30	39,702 94
	G. Rents and taxes	546 20	.....	546 20
	H. Stationery, printing and advertising	30,053 19	.....	30,053 19
	I. Fuel, light and water.....	51 40	.....	51 40
	K. Miscellaneous disbursements.	26,959 87	4,001 44	30,961 31
		$1,292,753 42	$339,530 09	
				$1,632,283 51

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 1, B.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
		Report:			
Balances due by Postmasters, 30th June, 1886 ..	18,511 89	Conveyance of mails by land	152,264 62	.....	152,264 62
Postage paid in money, on letters	3,705 00	2 B. do do steamboats, &c.	21,136 33	.....	21,136 33
do do newspapers and periodicals	191 70	do do railways	166,258 69	.....	166,258 69
do do way letters	38 22	Making and rep'g mail bags and locks ..	5,115 48	5 20	5,120 68
Amount collected by letter carriers	.....		344,775 12	5 20	344,780 32
Rents of letter boxes, drawers, &c.....	6,534 63				
Postage stamps and post cards, sold	546,935 61				
Miscellaneous receipts (including $426.32 received at Department)	655 93	A. Salaries	238,940 29	100,220 11	339,160 40
Ocean postage from Great Britain, 6 months to 30th September, 1886	1,214 25	B. Forward allowances	.....	9,035 00	9,035 00
	577,787 23	C. Allow's towards rent, fuel and light	.....	4,340 00	4,340 00
LESS—Mis-sent and dead letters .....$ 769 08		D. Discount to stamp vendors	.....	8,145 23	8,145 23
Balances due by Postmasters, 30th June, 1887 ..... 21,194 61		E. Travelling expenses.....	5,161 50	.....	5,161 50
	21,963 69	3 B. F. Tradesmen's bills	17,092 21	.....	17,092 21
		G Rents and taxes	960 00	.....	960 00
		H. Stationery, printing and advertising.	11,194 10	.....	11,194 10
		I. Fuel, light and water	.....	.....	.....
		K. Miscellaneous disbursements...	12,872 23	326 00	13,198 23
			$630,995 45	$122,071 54	
Net Revenue	555,823 54				
Balance	197,243 45				
	$753,066 99				$753,066 99

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 1, C.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, for the Year ended 30th June, 1887.

Revenue.	Amount.	Expenditure.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
Balances due by Postmasters, 30th June, 1886...	13,772 57	Report:			
Postage paid in money, on letters.....	851 57	2 C. Conveyance of mails by land.....	114,679 42	.....	114,679 42
do do newspapers and periodicals.....	88 48	2 C. do do steamboats, &c	5,804 45	.....	5,804 45
do do way letters.....	7 95	2 C. do do railways	45,688 33	.....	45,688 33
Amount collected by letter carriers	.....	2 C. Making and rep'g mail bags and locks.	855 81	0 16	855 97
Rents of letter boxes, drawers, &c.....	1,670 84		167,028 06	0 16	167,028 22
Postage stamps and post cards, &c., sold.....	194,363 00				
Miscellaneous receipts (including $96.00 received at Department)	159 00	3 C. A. Salaries.....	55,959 08	58,732 92	114,692 00
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	432 90	3 C. B. Forward allowances	.....	5,090 67	5,090 67
	211,346 31	3 C. C. Allow's towards rent, fuel and light.	.....	2,981 84	2,981 84
Less—Mis-sent and dead letters..... $ 216 86		3 C. D. Discount to stamp vendors.....	.....	1,471 19	1,471 19
Balances due by Postmasters, 30th June, 1887..... 13,679 30		3 C. E. Travelling expenses.....	1,599 58	.....	1,599 58
	13,896 16	3 C. F. Tradesmen's bills.....	5,972 56	.....	5,972 56
Net Revenue.....	197,450 15	3 C. G Rents and taxes	.....	.....	.....
Balance	109,410 51	3 C. H. Stationery, printing and advertising.	4,770 76	.....	4,770 76
	$306,860 66	3 C. I. Fuel, light and water.....	.....	.....	.....
		3 C. K. Miscellaneous disbursements.....	2,896 20	357 64	3,253 84
			$238,226 24	$68,634 42	$306,860 66

H. A. WICKSTEED.
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 1, D.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada in, the Province of New Brunswick, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
		Report :			
Balances due by Postmasters, 30th June, 1886...	3,900 22	2 D. Conveyance of mails by land	54,560 89		54,560 89
Postage paid in money, on letters	419 61	do do steamboats, &c.	13,246 59		13,246 59
do do newspapers and periodicals	25 56	do do railways	81,305 20		81,305 20
do do way letters	277 55	Making and rep'g mail bags and locks...	1,180 96		1,180 96
Amount collected by letter carriers	1,789 07		150,293 64		150,293 64
Rents of letter boxes, drawers, &c.	139,564 79				
Postage stamps and post cards, &c., sold	181 52	A. Salaries	72,507 26	37,524 83	110,032 09
Miscellaneous receipts (including $132.29 received at Department)	311 90	B. Forward allowances		3,571 50	3,571 50
Ocean postage from Great Britain, 6 months to 30th September, 1886		C. Allow's towards rent, fuel and light		1,245 00	1,245 00
	146,470 22	D. Discount to stamp vendors		1,487 93	1,487 93
		3 D. E. Travelling expenses	900 94		900 94
LESS—Mis-sent and dead letters $ 110 70		F. Tradesmen's bills	4,465 82		4,465 82
Balances due by Postmasters, 30th June, 1887 4,016 70	4,127 40	G. Rents and taxes			
		H. Stationery, printing and advertising	4,911 40		4,911 40
	142,342 82	I. Fuel, light and water	158 48		158 48
Net Revenue	137,767 17	K. Miscellaneous disbursements	2,898 00	145 19	3,043 19
Balance			$236,135 54	$43,974 45	
	$280,109 99				$280,109 99

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 1, E.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, including the North-West Territories, for the Year ended 30th June, 1887.

Revenue.	Amount.	Expenditure.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts	$ cts.
Balances due by Postmasters, 30th June, 1886...	8,975 73	Report:			
Postage paid in money, on letters	1,503 75	2 E. Conveyance of mails by land	85,148 59		85,148 59
do do newspapers and periodicals	2 30	2 E. do do steamboats, &c.			
do do way letters		2 E. do do railways	60,910 25		60,910 25
Amount collected by letter carriers		2 E. Making and rep'g mail bags and locks.	417 56		417 56
Rents of letter boxes, drawers, &c.	2,103 50		146,476 40		146,476 40
Postage stamps and post cards, &c., sold.	146,250 88½	3 E. A. Salaries	82,807 48	33,911 40	116,718 88
Miscellaneous receipts (including $47.89 received at Department)	193 89	3 E. B. Forward allowances		3,112 33	3,112 33
Ocean postage from Great Britain, 6 months to 30th September, 1886	315 95	3 E. C. Allow's towards rent, fuel and light.		4,317 16	4,317 16
	159,346 00½	3 E. D. Discount to stamp vendors		1,726 68	1,726 68
Less—Mis-sent and dead letters $ 290 23½		3 E. E. Travelling expenses	763 35		763 35
Balances due by Postmasters, 30th June, 1887 7,397 28		3 E. F. Tradesmen's bills	4,950 18	27 50	4,977 68
	7,687 51½	3 E. G. Rents and taxes	60 00		60 00
Net Revenue	151,658 49	3 E. H. Stationery, printing and advertising.	5,042 57		5,042 57
Balance	134,896 28	3 E. I. Fuel, light and water			
	$286,554 77	3 E. K. Miscellaneous disbursements	3,280 72	79 00	3,359 72
			$243,380 70	$43,174 07	
					$286,554 77

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
		Report :			
Balances due by Postmasters, 30th June, 1886...	18 49	Conveyance of mails by land	41,676 83	1 00	41,677 83
Postage paid in money on letters	552 72	2 F. do do steamboats, &c.	37,790 55		37,790 55
do do newspapers and periodicals...	27 02	do do railways	24,809 94		24,809 94
do do way letters		Making and rep'g mail bags and locks.	312 08		312 08
Amount collected by letter carriers			104,589 40	1 00	104,590 40
Rents of letter boxes, drawers, &c.	4,015 47				
Postage stamps and post cards, &c., sold	52,558 14	A. Salaries	26,871 10	9,484 40	36,355 50
Miscellaneous receipts (including $15.92 received at Department)	283 17	B. Forward allowances		809 99	809 99
Ocean postage from Great Britain, 6 months to 30th September, 1886	105 00	C. Allow's towards rent, fuel and light		486 64	486 64
	57,560 01	D. Discount to stamp vendors		690 30	690 30
		E. Travelling expenses	1,133 30		1,133 30
		3 F. F. Tradesmen's bills	1,435 89	40 72	1,476 61
LESS—Mis-sent and dead letters $ 166 53		G. Rents and taxes			
Balances due by Postmasters, 30th June, 1887 2,848 47		H. Stationery, printing and advertising	1,181 69	3 12	1,184 81
	3,015 00	I. Fuel, light and water		27 00	27 00
		K. Miscellaneous disbursements	1,231 33	556 50	1,787 83
	54,545 01		$136,442 71	$12,099 67	
Net Revenue	93,997 37				
Balance					$148,542 38
	$148,542 38				

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 1, G.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	$ cts.		$ cts.	$ cts.	$ cts.
Balances due by Postmasters 30th June, 1886	1,384 78	Report:			
Postage paid in money, on letters	111 93	2 G. Conveyance of mails by land	11,697 78		11,697 78
do do newspapers and periodicals	3 50	2 G. do do steamboats, &c			
do do way letters		2 G. do do railways	14,824 00		14,824 00
Amount collected by letter carriers		2 G. Making and rep'g mail bags and locks	655 61		655 61
Rents on letter boxes, drawers, &c.	1,198 00		27,177 39		27,177 39
Postage stamps, post cards, &c., sold	30,152 67½				
Miscellaneous receipts (including $10.01 received at Department)	10 01	3 G. A. Salaries	11,078 20	8,162 07	19,240 27
Ocean postage from Great Britain, 6 months to 30th September, 1886	65 97	3 G. B. Forward allowances		1,073 00	1,073 00
	32,926 86½	3 G. C. Allow's towards rent, fuel and light		173 33	173 33
LESS—Mis-sent and dead letters $ 19 66½		3 G. D. Discount to stamp vendors		300 75	300 75
Balances due by Postmasters, 30th June, 1887 1,516 37		3 G. E. Travelling expenses	270 00		270 00
	1,536 03½	3 G. F. Tradesmen's bills	875 11		875 11
Net Revenue	31,390 83	3 G. G. Rents and taxes			
Balance	19,291 48	3 G. H. Stationery, printing and advertising	579 41		579 41
		3 G. I. Fuel, light and water			
		3 G. K. Miscellaneous disbursements	993 05		993 05
			$40,973 16	$9,709 15	
	$50,682 31				$50,682 31

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Aberarder and Railway Station	D. N. Sinclair	Foot or vehicle.	½	6	12 months	40 00
Aberdour and Railway Station	G. Christie	Optional.	¼	6	12 do	70 00
Aboyne and Elora	T. E Mills	do	1½	6	12 do	75 00
Acton and Knatchbull	E J. Langrill	do	5	2	12 do	75 00
Acton and Speyside	do	do	5	2	12 do	75 00
Adare and Maguire	A. Tod	do	2½	3	12 do	50 00
Addison and Railway Station	R. McKim	Vehicle	8½	6	12 do	187 00
Adelaide and Strathroy	J. Harris	do	7	6	9 do (to Dec. 31, 1886)	150 00
do do	do	do	7	6	3 do from do	60 00
Adolphustown and Bath	J. H. Roblin	do	14	6	12 do	425 00
Adolphustown and Napanee	F. Membrey	do	24¾	6	12 do	600 00
Agincourt and Railway Station	W. Lawton	do	⅓	6	12 do	30 00
Agincourt Station and L'Amaroux	H. Phelan	Horse or vehicle	4	3	3 do (to June 30, 1886)	25 00
do do	R. H. Madill	do	4	3	9 do from do	75 00
Agincourt—C.P. Railway and Midland Railway	W. Lawton	Optional	⅞	12	3 do (to June 30, 1886)	25 00
do do	do	do	⅞	12	9 do from do	93 75
Ahmic Harbor and Dunchurch	J. Croswell	do	4	1	6 do (to Sept. 30, 1886)	20 00
Ahmic Harbor and Magnetawan	R. H. Menzies	do	9	3	Season 1886-87	30 00
Ahmic Harbor and Parry Sound	T. W. Quinn	Vehicle	32	3	6 months (from Oct. 1, 1886)	307 00
Ahmic Lake and Spence	J. McCartney	Optional	9	1	12 do	60 00
Ailsa Craig and Railway Station	S. Hey	do	⅛	6	12 do	78 25
Ailsa Craig, Denfield and Railway Station	J. Orr	do	6	6 & 12	12 do	250 00
Air Line Junction and Railway Station	G. Schoures	do	¼	6	3 do (to June 30, 1886)	10 00
do do	C. Grisdale	do	¼	6	9 do from do	30 00
Albert and Marysville	P. Sullivan	do	9	3	12 do	140 00
Alberton and Lynden	B. Dunham	do	7	6	12 do	188 00
Albion, Castlederg and Mount Wolf	S. J. Snell	do	6 & 5	6 & 3	12 do	260 00
Albion and Railway Station	Q. D. Elliott	Horse or vehicle.	½	24	12 do	60 00
Albuna and Cottam	E S. Irwin	Optional	5½	2	3 do (to June 30, 1886)	18 75
do	do	do	5½	2	9 do from do	48 00
Albury and Rednersville	J. T. Rose	Horse or vehicle.	4	3	12 do	75 00
Aldboro' and Rodney	T. K. Morris	do	6	6	6 do (to Sept. 30, 1886)	82 50
do do	N. Gray	do	6	6	6 do from do	72 00

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Aldershot and Waterdown	J. Simmons	Horse or vehicle	3	12	12 months	199 00
Alexandria and McCrimmon	R. McLennan	Vehicle	9	6	12 do	260 00
Alexandria and Railway Station	D. McMaster	do	1	24	12 do	156 00
Alexandria and St. Raphaël West	S. R. McLeod	do	17	6	12 do	297 00
Alexandria and Vankleek Hill	X. Lajeunesse	do	19	6	12 do	425 00
Alfred and Montebello	L Larocque	do	9	6	12 do	200 00
Algoma Mills and Serpent River	E. C. Smith	Foot or boat	7	2	Season, 1886	90 00
Allanburg and Railway Station	W. Livingston	On foot	½	12	12 months	94 00
Allandale and Holly	M. Campbell	Optional	3½	6	12 do	145 00
Allandale and Painswick	W. Thompson	Horse or vehicle	3½	6	12 do	150 00
Allandale and Railway Station	M. J. Hamlin	On foot	½	36	12 do	150 00
Allan Park and Hampden	H. Byers	Optional	5	2	12 do	70 00
Allan Park and Lamlash	E. Earls	do	5	3	12 do	110 00
Allenford and Owen Sound	G. Seagel	do	13	6	12 do	199 00
Allenford and Railway Station	A. Johnston	do	¾	12	9 do (to Dec. 31, 1886)	105 00
do do	J. Dean	do	¾	12	3 do from do	31 20
Allenford and Saugeen	W. Gilbert	do	11	6	12 do	195 00
Allenford and Skipness	D. Morton	Horse or vehicle	4½	2	3 do (to June 30, 1886)	16 25
do do	J. Davidson	do	4½	2	9 do from do	56 25
Allensville and Mail Catching Post	J. McNicol	Optional	½	6	4 do (from Dec. 1, 1886)	20 00
Allensville and Utterson	do	do	4	6	Season, 1886	39 60
Allenwood and Elmvale	J. G. Dickinson	do	6	3	12 months	110 00
Allenwood and Gibson	do	do	3	2	12 do	45 00
Allisonville and Consecon	G. Pine	Vehicle	8	3	6 do (to Sept. 30, 1886)	57 50
do do	do	do	8	3	6 do from do	75 00
Alliston and Elm Grove	J. Berridge	Horse or vehicle	14 r. t.	6	12 do	300 00
Alliston and Railway Station	T. Langley	do	½	12	12 do	49 00
Alliston and Rosemont	do	Optional	9	6	12 do	280 00
Alloa and Edmonton	R. Quin	do	6	3	9 do (to Dec 31, 1886)	60 00
do do	W. Golding	do	6	3	3 do from do	22 50
Allsaw and Minden	D. Burk	Horse or vehicle	10	2	12 do	140 00
Alma and Railway Station	J. S. Johnston	Vehicle	½	12	12 do	112 00
Alma and Winfield	W. Hill	Horse or vehicle	8	3	3 do (to June 30, 1886)	31 00
do do	J Wattin	do	8	3	9 do from do	97 50
Almonte and Clayton	E. Blair	Vehicle	13	6	12 do	313 00
Almonte and Railway Station	E. Dowdall	Optional	¼	24 & 30	12 do	157 88

Almonte and West Huntley	J. Manion	Horse or vehicle.	12	3	12	do		196 00
Alport and Bracebridge	H. F. Bickmore	Vehicle	4	3	Part of seasons, 1885-86 & 1886-87			46 50
Alsfeldt and Railway Station	H. Ziegler	Optional	1½	6	12 months			100 00
Althorpe and Maberly	S. Hamer	Horse or vehicle.	9	2	3	do	(from Jan. 1, 1887)	22 50
Alton and Station	A. Menzies	Optional	1	12	12	do		93 00
Alvinston and Railway Station	D. Livingston	do	½	12	12	do		85 00
Amaranth Station and Railway Station	J. Lacon	Horse or vehicle	⅛	6	12	do		40 00
Amberley and Kincardine	J. Gentles	Vehicle	14	6	12	do		380 00
Amberley and Lochalsh	J. McLennan	Horse or vehicle.	4	3	12	do		84 00
Amberley and Lurgan	J. McCrindle	Optional	4½	3	12	do		80 00
Ameliasburg and Belleville	G. W. Tice	do	10	6	12	do		400 00
Ameliasburg and Mountain View	D. Hubbs	do	4	3	9	do	(to Dec. 31, 1886)	45 00
Amherstburg and Oxley	A. Elliott	Horse or vehicle.	18	6	12	do		475 00
Amherstburg and Railway Station	E. G. Park	Vehicle	1	12	3	do	(to June 30, 1886)	53 04
do do	A. Fox	do	1	12	9	do	from do	164 50
Amherstburg and Windsor, &c.	C. M. Hunt	do	18	6 & 3	3	do	(to June 30, 1886)	92 25
do do	A. Fox	do	18	6 & 3	9	do	from do	276 75
Amiens and Lobo	J. W. Edwards	do	12½	3	12	do		150 00
Amigari and Railway Station	A. Hurrell	Optional	⅛	12	12	do		65 00
Ancaster and Hamilton	W. M. Elliott	Vehicle	7	12	12	do		224 00
Anderson and Granton	J. Anderson	Horse or vehicle	15	2	12	do		250 00
Angus and Railway Station	W. J. Smith	Optional	⅛	12	12	do		60 00
Ansonia and Thessalon	J. B. Dobie	do	8	1	12	do		65 00
Anten Mills and Railway Station	J. McLaughlin	do	½	6	12	do		100 00
Antioch and Grassmere	J. Russell	do	10	1	12	do		52 00
Appin and Glen Willow	J. M. Cameron	do	5⅜	3	12	do		90 00
Appin and Mayfair	J. E. Campbell	Horse or vehicle.	3¾	3	12	do		100 00
Appleby and Railway Station	J. Prescott	Optional	⅜	6	12	do		82 00
Appledore and Railway Station	O. B. Arnold	Horse or vehicle.	2½	2	12	do		64 48
Appleton and Railway Station	J. G. Munro	do	4¾	12	12	do		315 00
Apsley and Cheddar	T. Eastland	do	21	1	12	do		180 00
Apsley and Lasswade	J. W. Ratcliff	Optional	11	1	3	do	(to June 30, 1886)	15 00
do	T. Eastland	do	11	1	9	do	from do	39 00
Apsley and Peterboro'	do	Horse or vehicle.	40	3	12	do		550 00
Apto and Phelpston Station	P. Gallagher	Optional	6	6	12	do		145 00
Archer and Bouck's Hill	T. Archer	Vehicle	9	3	12	do		80 00
Archville and Ottawa	J. J. Garrow	Optional	1¾	6	12	do		60 00
Ardagh and Commanda	J. Driver	Vehicle	9	1	12	do		70 00
Arden and Railway Station	J. Babcock	Optional	1	6	12	do		75 00
Arden and Tamworth	A. Thompson	Horse or vehicle.	20	3	12	do		225 00
Ardtrea and Orillia	W. Blair	do	9	2	12	do		160 00
Arkona and Keyser	B. Learn	do	5½	2	6	do	(to Sept. 30, 1886)	27 50
do do	W. J. Evans	do	5½	2	6	do	from do	37 50
Arkona and Thedford	B. Learn	do	7½	6	12	do		235 00
Arkona and Watford	do	Vehicle	12	6	9	do	(to Dec. 31, 1886)	225 00
do do	F. Hooper	do	12	6	3	do	from do	112 50
Arkwright and Mount Hope	J. Cole	do	12	2	12	do		50 00
Armadale and Unionville	J. Webber	Optional	3¾	3	12	do		100 00
Armow and Kincardine	W. Shier	do	5½	3	12	do		170 00
		do	11					

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						$ cts.
Armstrong's Mills and Guelph	G. Armstrong	Horse or vehicle.	8	2	12 months	75 00
Arnott and Railway Station	W. G. Murray	Optional	⅛	12	12 do	60 00
Arnprior and Fitzroy Harbor	W. A. Shirreff	Vehicle	12	6	12 do	345 00
Arnprior and Railway Station	H. Tierney	do	½	25	3 do (to June 30, 1886)	45 50
do do	do	do	½	18	5 do 19 dys. (to Nov. 19, '86)	60 90
do do	do	do	½	24	4 do 11 dys. from Nov. 20, '86; less fine	49 12
Arnprior and White Lake	J. P. McGonigal	do	19	3	12 do	380 00
Arthur and Fergus	J. Moriarty, jun.	do	12	6	12 do	223 00
Arthur and Metz	J. R. Bell	Horse or vehicle.	6	2	12 do	60 00
Arthur and Monck	R. Jackson	Optional	12½	2	3 do (to June 30, 1886)	56 00
do do	W. Hamilton	do	12½	2	9 do from do	127 50
Arthur and Railway Station	J. Buschlen	do	1	24	12 do	125 00
Arva and Ballymote	J. H. Shoebottom	Horse or vehicle.	3	2	12 do	65 00
Ash and Railway Station	W. H Dorland	Optional	⅙	6	12 do	35 00
Ashdad and Railway Station	S. Felletor	Horse or vehicle	¾	3	12 do	25 00
Ashdown and Turtle Lake	H. Ross	do	6½	1	12 do	50 00
Ashdown and West Grove	J. West	do	5	1	12 do	40 00
Ashgrove and Georgetown	E. Nixon	do	3¾	6	12 do	225 00
Ashley and Railway Station	G. Follis	Optional	1¼	3	12 do	50 00
Ashton and Prospect	A. Burrows	do	11	3	9 do (to Dec. 31, 1886)	142 50
do do	W. Burrows	do	11	3	3 do from do	58 75
Ashton and Railway Station	H. S. Conn	Horse or vehicle.	2	6	12 do	100 00
Atherley and Railway Station	E. Lanigan	do	1	12	12 do	160 00
Atherton and Delhi	G. C. Wilson	do	3	2	12 do	45 00
Athlone and Tottenham	S. E. Turner	Optional	19 r. t.	6	12 do	220 00
Attercliffe Station and Railway Station	J. Lundy	do	⅛	12	12 do	78 24
Atwood and Mitchell	J. McKay	Vehicle	17	6	9 do (to Dec. 31, 1886)	360 00
do do	do	do	17	6	3 do from do	108 00
Atwood and Railway Station	D. Gordon	Optional	⅛	6	12 do	52 00
Auburn, Blyth, &c	W. J. Moore	do	6 & 9½	6 & 3	12 do	374 00
Aughrim and Bothwell	R. J. Armstrong	do	10	6	12 do	289 00
Aughrim and Mosside	A. T. Augustine	do	6	3	12 do	84 00
Auguston and Horning's Mills	W. August	do	3	2	12 do	23 00
Aultsville and Bush Glen	G. Bush	Horse or vehicle.	9	3	12 do	75 00
Aultsville and East Williamsburg	G. A. Summers	Vehicle	2½	6	12 do	60 00

Aurora and Railway Station	D. W. Doan	Foot or vehicle	½	24	12	do		120 00
Aurora and Schomberg	W. Armstrong	Vehicle	15	6	12	do		448 00
Aurora and White Rose	J. Lloyd	do	4	2	6	do	(to Sept. 30, 1886)	45 00
do do	D. W. Doan	do	4	2	6	do	from do	45 00
Avening and Railway Station	J. Pringle	Optional	⅜	12	12	do		92 00
Avon, Putnam and Railway Station	J. A. Kinnee	Vehicle	6	6 & 12	12	do		350 00
Avonry and Wilkesport	J. Burden	Horse or vehicle	2½	2	12	do		40 00
Axe Lake and Charlinch	J. McPherson	Vehicle	7	1	12	do		40 00
Aylmer and Dorchester Station	R. Learn	do	20	6	12	do		400 00
Aylmer and Dunboyne	W. S. Price	do	13	6	12	do		350 00
Aylmer and Air Line Station	do	do	¾	24	9	do	(to Dec. 31, 1886)	141 60
do do	do	do	¾	24	3	do	from do	77 00
Aylmer and Seville	do	do	¾	2	12	do		40 00
Ayr and Railway Station	R. C. Wright	Optional	4	24	12	do		200 32
Ayton and Railway Station	W. Hilborn	do	½	12	3	do	(to June 30, 1886)	12 25
do do	H. Ringel	do	1¾	12	9	do	from do	67 50
Baby's Point and Port Lambton	W. H. McDonald	do	1	3	5	do	28 dys. (from Oct. 4, '86)	24 59
Baden and Wellesley	C. Harefeld	Vehicle	9	6	12	do		199 00
Bagot and Burnstown	A. Wilson	do	5	3	12	do		77 48
Balesville and Railway Station	D. McQuaig	Optional	⅛	6	9	do	(to Dec. 31, 1886)	11 25
do do	do	do	⅛	6	3	do	from do	12 50
Bala and Glen Orchard	N. Orchard	do	8	2	9	do	(to Dec. 31, 1886)	76 80
Bala and Sahanatian	L. Sahanatian	do	9	1	12	do		50 00
Balderson and Playfair	G. C. Mills	Horse or vehicle	6	3	11	do	(to Feb. 28, 1887)	81 59
Baldwin and Railway Station	C. Grylls	Optional	¼	12	12	do		45 00
Ballantrae and Railway Station	R. Hill	do	¼	12	12	do		60 00
Ballantyne's Station and Railway Station	J. Hysop	On foot	½	2	12	do		26 00
Ballinafad and Georgetown	J. W. McKee	Optional	6	6	12	do		250 00
Ballinvilla and South March	P. Orchard	Horse or vehicle	4	2	12	do		40 00
Ballycroy, Connor and Palgrave Station	A. Campbell	Optional	4½ & 3	3 & 6	12	do		205 00
Balsam Grove and Fenelon Falls	J. Copp	do	6	2	8	do	(from Aug. 1, 1886)	33 33
Balsam Lake and Victoria Road	J. Cunningham	do	4	2	12	do		72 00
Bamberg and St Agatha	F. Walter	Horse or vehicle	5½	2	12	do		72 00
Banbury and Haldane Hill	J. Barry	Optional	6	1	12	do		25 00
Bancroft and Cheddar	B. H. Sweet	Horse or vehicle	21	1	3	do	(from Jan. 1, 1887)	31 25
Bancroft and Deer Lake	do	Optional	15	1	9	do	(to Dec. 31, 1886)	63 00
Banda and Glencairn	T. Banner	do	2½	6	12	do		175 00
Banda and Scarlet Hill	R. Lennox	do	3½	2	12	do		65 00
Banks and Collingwood	W. Johnson	do	8	1	10	do	7 days (to Feb. 7, 1887)	64 16
do do	do	do	8	2	1	do	21 do from do	14 44
Bannockburn and Railway Station	S. McEwen	do	⅛	12	8	do	(from Aug. 1, 1886)	40 00
Bardsville and Falkenburg	C. Bard	do	6½	2	9	do	(to Dec. 31, 1886)	48 00
Bark Lake and Murchison	J. Taylor	Horse or vehicle	17	1	12	do		100 00
Bark Lake and Rockingham	T. Culbertson	do	21	1s., 2w.	12	do		190 00
Barkaway and Germania	S. McCord	Vehicle	2½	2	12	do		75 00
Barrett and Commanda	M. Corkery	Optional	10	1	8	do	5 days (to Dec. 5, 1886)	65 89
Barrie Division							Special trips, snow blockade on railway	96 19

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						$ cts.
Barrie and Hillsdale	C. Waugh	Optional	15	6	12 months	297 00
Barrie and Midhurst	J. Roberts	do	5	3	12 do	93 00
Barrie and Railway Station	W. H. Crosby	Horse or vehicle	1/16	66	12 do	206 58
Barrie and Street Letter Boxes	M. Murphy	Optional	5	18	12 do	250 00
Barriefield and Kingston	J. Ryan	do	1½	6	12 do	75 00
Barrie Island and Gore Bay	H. L. McLean	do	12	1	12 do	114 72
Bar River and Garden River	J. Evoy	do	15	1	12 do	75 00
Basin Depot and Eganville	A. H. G. Wilson	Vehicle	49	1	9 do (to Dec. 31, 1886)	225 00
do do	R. Reeves	do	49	1	3 do from do	75 00
Bath and Railway Station	W. Aylesworth	do	3½	12	12 do	148 00
Bath and Stella	A. Stevenson	do	6½	6	12 do	346 56
Batteau and Railway Station	W. Bourchier	do	1/16	12	12 do	46 92
Battersea and Kingston	A. Ferguson	do	16	3	6 do (to Sept. 30, 1886)	70 00
do do	do	do	16	3	6 do from do	69 74
Battle Hall and Cooper's Falls	A. Cooper	Optional	10	1	4 do (from Dec. 1, 1886)	16 66
Bayfield, Seaforth and Railway Station	D. Hay	Vehicle	15 & ¼	6 & 12	12 do	390 00
Bayham and Ingersoll	W. H. Cook	do	20	6	12 do	395 00
Bayside and Belleville	W. R. Wemp	do	8	3	12 do	50 00
Baysville and Bracebridge	F Sander	Horse or vehicle	16½	6	6 do (to Sept. 30, 1886)	162 50
do do	do	do	16	6	6 do from do	150 00
Baysville and Dorset	G. F. Marsh	Optional	16	1	12 do	100 00
Baysville and Maple Ridge	T. K. Silverthorn	do	8	1	9 do (to Dec. 31, 1886)	29 00
Baysville and Menomonee	I. Williams	Horse or vehicle	5	1	12 do	50 00
Bayview and Morley	J. Lemon	Optional	11	2	12 do	140 00
Beachburg and Gower Point	T. M. Carswell, jun	Horse or vehicle	9	2	12 do	120 00
Beachburg and Westmeath	T. Cecire	do	7	6	6 do (to Sept. 30, 1886)	82 50
do do	H. A. O'Brien	do	7	6	6 do from do	90 00
Beachville and Embro	J. B. Johnson	do	6	6	12 do	140 00
Beamsville and Campden	J. B. Grobb	do	5	6	12 do	225 00
Bearbrook and Canaan	W. H. Fletcher	do	19 r. t.	3	12 do	125 00
Bearbrook and Railway Crossing	do	do	3	6	12 do	75 00
Beatrice and Falkenburg	M. Moore	Optional	4	3	Season, 1886-87	35 00
Beatrice and Windermere	R. Lance	do	12	2	12 months	156 00
Beaverton and Railway Station	A. Hamilton	do	1/8	24	12 do	140 00
Becher and Wallaceburg	D McLean	Horse or vehicle	5	3	1 do (to April 30, 1886)	6 17
do do	J. R. McDonald	do ,,,	5	3	11 do from do	64 17

Beckstead and Dunbar	G. Beckstead	Optional	13		3	3	do	(to June 30,)		25 00
do do	A. G. Colquhoun	do	13		3	9	do	from do		87 00
Bedford Mills and Newboro'	J. R. Wright	do	6		3	12	do			100 00
Beechwood and Seaforth	J. F. Wright	do	6¼		2	12	do			85 00
Beeton and Railway Station	J. Douglas	do	4¾		12	12	do			95 00
Belfast and Lanes	J. Mullin	do	4		2	12	do			80 00
Belfast and St. Helen's	do	do	2½		6	12	do			150 00
Belfountain and Forks of Credit Station	O. F. Byam	do	1¾		6	9	do	(to Dec. 31, 1886)		67 50
do do	M. G. Byam	do	1½		6	3	do	from do		18 75
Belgrave and Bushfield	J. Newcombe	do	6		2	9	do	(to Dec. 31, 1886)		45 00
do do	do	do	6		2	3	do	from do		18 75
Belgrave and Marnoch	P. Porterfield	do	3¼		3	12	do			60 00
Belgrave and Railway Station	S. Morley	do	¾		12	12	do			132 00
Belle River and Byrnedale	W. Byrne	do	5½		1	12	do			55 00
Belleville and Bridgewater	J. Campbell	Vehicle	30		6	3	do	(to June 30, 1886)		131 25
do do	do	do	30		6	9	do	from do		600 00
Belleville and Madoc	J. Whytock	do	26		6	12	do			474 00
do do	J. Hoyland	do						Special expense		3 00
Belleville and Belleville Station	H. W. Cronk	do	1¼		12	12	months			75 00
Belleville and Railway Station	do	do	1¼		24	12	do			313 00
Belleville and Sydney Crossing	W. Vandervoort	Horse or vehicle	6½		2	12	do			80 00
Belleville and Street Letter Boxes	H. W. Cronk	Vehicle	5		12	12	do			250 00
Belleville and Wallbridge	Turley & Turley (sureties)	Horse or vehicle	9		3	12	do			110 00
Bell Ewart and Lefroy Station	A. Munro	On foot	1		12	12	do			80 00
Bell Ewart and Roach's Point	T. Ellis	Optional	2		6	12	do			140 00
Belmont and London	J. Charles	Horse or vehicle	13		6	12	do			248 00
Belmont and Railway Station	C. Kennedy	Optional	½		12	3	do	(to June 30, 1886)		17 50
do do	J. Evans	do	½		12	9	do	from do		51 75
Belton and Railway Station	J. Gibson	On foot	½		12	12	do			40 00
Belton and St. Ives	H. Powell	Optional	9⅔		2	12	do			117 76
Belwood and Craigsholme	J. Hanna	do	3		3	12	do			60 00
Belwood and Dracon	C. Campbell	Horse or vehicle	5		1	9	do	(to Dec. 31, 1886)		26 25
do do	J. Hanna	do	7½		2	3	do	from do		17 75
Belwood and Railway Station	do	Optional	½		12	12	do			65 00
Belwood and Spires	C. Campbell	do	3		2	9	do	(to Dec. 31, 1886)		27 00
Belwood Station and Hereward	D. Brown	do	4½		6	12	do			128 00
Bendale and Woburn	W. Forfar	do	2		6	6	do	(to Sept. 30, 1886)		25 00
do do	do	do	2		6	6	do	from do		40 00
Benmiller and Goderich	J. Miller	do	6		3	12	do			150 00
Bensfort and South Monaghan	E. Stirton	Horse or vehicle	5		3	12	do			75 00
Berkeley and Prescott	R. English	Optional	6		2	12	do			84 00
Berkeley and Railway Station	G. Fleming	do	½		6	12	do			80 00
Berlin and Crosshill	J. T. Wilford	Vehicle	16½		6	9	do	(to Dec. 31, 1886)		318 75
do do	do	do	16½		6	3	do	from do		97 50
Berlin and Glenallan	T. Hunt	do	24		6	12	do			317 00
Berlin and West Montrose	H. Whitcher	do	14½		18	18	days (from Mar. 14, 1887)			375 00
Berlin and Street Letter Boxes	H. Bachmann	Optional	4		12	2	months			10 00
Bethany and Railway Station	N. Kelly	Horse or vehicle	1/16							90 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
						$ cts.
Bethel and The Corners	J. Robinson	Optional.	¼	6	10 months (from June 1, 1886)	20 83
Beveridge's Bay and Railway Station	D. McTavish	do	4	6	4 do 17 dys.(to Aug. 17, '86)	71 52
Bewdley and Millbrook	J. Jewison	do	11	6	3 do (to June 30, '86) less fine	95 50
do do	C. Spry	do	11	6	9 do from do	262 50
Big Point and Dover South	A. Cheff	do	7½	2	12 do	50 00
Billings' Bridge and Ottawa	S. Davidson	do	3	6	12 do	150 00
Binbrook and Glanford Station	R. Wickett	Horse or vehicle	5	6	12 do	178 00
Binkham and Erin	W. Wansborough	do	4½	2	12 do	70 00
Birdsall's and Railway Station	J. Lancaster	Optional.		6	12 do	4 00
Bird's Creek and Hybla	A. Sutherland	do	5	1	12 do	35 00
Birr and Devizes, &c	J. Goulding	do	5 & 7	6 & 2	12 do	270 00
Biscotasing and Railway Station	W. C. Sampson	do	50 ft.	12	6 do (to Sept. 30, 1886)	7 85
do do	J. Stuart	do	50 ft.	12	6 do from do	7 80
Bishop's Mills and Prescott	J. Burk	Vehicle	--	3	12 do	255 00
Bissett's Creek and Railway Station	R. M. Patterson	Optional.	10 yds.	12	12 do	10 00
Black Bank and Lisle	W. Paddison	Horse or vehicle.	10	3	12 do	228 00
Blackburn and Cummings' Bridge	J. Coughlin	do	7	1	9 do (to Dec. 31, 1886)	30 00
Blackburn, Cummings' Bridge and Orleans	do	do	7 & 3	1 & 2	3 do from do	10 00
Black's Corners and Laurel	J. Graham	Optional.	4	1	12 do	32 00
Black Creek and Railway Station	I. H. Allen	do	⅛	12	12 do	62 60
Black River Bridge and Picton	G. McGuire	Horse or vehicle.	7½	3	12 do	125 00
Blackwater and Railway Station	W. J. Shannon	On foot	1/10	12	2 do (from Feb. 1, 1887)	10 43
Blair and Railway Station	J. Renshaw	Optional.	1/16	6	12 do	20 00
Blairhampton and Minden	W. Blair	do	10	1	12 do	52 00
Blairton and Havelock	A. Peters	Vehicle	7	3	12 do	124 00
Blandford Station and Railway Station	A. Ballard	Optional.	1/16	12	12 do	25 00
Blenheim and Leamington	J. M. Burk	do	38½	6	12 do	1,400 00
Blenheim and Morpeth	J. Bell	do	8	6	6 do (to Sept. 30, 1886)	150 00
do do	C. H. Jones	do	10	6	6 do from do	150 00
Blenheim and Railway Station	T. W. Pearson	do	¾	24	9 do (to Dec. 31, 1886)	112 50
do do	J. M. Burke	do	¾	24	3 do from do	37 50
Blenheim and Rondeau, &c	J. Horton	do	¼ 6	& 6	6 do (to Sept. 30, 1886)	75 00
do do	J. M. Burke	do	5	& 6	6 do from do	68 00
Blessington and Shannonville	P. McKenney	do	5	2	6 do (to Dec. 31, 1886)	22 50
do do	H. P. Cole	do	5	2	3 do from do	18 75

Blind River and Thompson	W. E. Bateman	Optional	13	1	12 months		104 00
Bloomfield and Railway Station	A. B. Saylor	do	1/2	12	12 do		75 12
Bluevale and Railway Station	J. Gardner	do	1/2	12	12 do		200 00
Blyth and Railway Station	I. Hutton	do	1/2	24	9 do	(to Dec. 31, 1886)	105 00
do do	do	do	1/2	24	3 do	from do	43 75
Bobcaygeon and Lindsay	H. Workman	do	22	6	12 do		900 00
Bobcaygeon and Peterboro'	O'Connor & Kearns	Vehicle	22	6	3 do	(to June 30, 1886)	150 00
do do	W. H Bottum	do	22	6	9 do	from do	525 00
Bobcaygeon and Silver Lake	T. R. White	Optional	9	1	12 do		45 00
Bogart and Chapman	R. Oliver	do	7	3	12 do		105 00
Bognor and Woodford	W. D. Rorke	Horse or vehicle	6	3	12 do		80 00
Bolingbroke and Manion	S. Hanna	do	17	1	9 do	(to Dec. 31, 1886)	75 00
Bolsover and Dalrymple	E. Vickers	do	8	2	1 do	(to April 30, 1886)	5 83
Bornholm and Brodhagen	C. Seehaver	do	4	3	6 do	(to Sept. 30, 1886)	67 50
do do	G. Leonhardt	do	4	3	6 do	from do	67 50
Bornish and Sable	A. McDonald	Vehicle	3	2	12 do		45 00
Borromée and Orleans	A. Chartrand	Optional	4	1	12 do		25 00
Boskung and Minden	J. Beatty	Horse or vehicle	14	1	12 do		65 00
Bosworth and Riverbank	J. G. Hollis	Optional	3	2	12 do		50 00
Botany and Thamesville	P. McBrayne	do	5 1/2	2	12 do		80 00
Bothwell and Clachan	A. McArthur	Vehicle	6	3	12 do		100 00
Bothwell and Florence	T. J. Elliott	Optional	9	6	12 do		313 00
Bothwell and Moravian Town	W. Goolding	Horse or vehicle	4	2	12 do		65 00
Boulter and Combermere	J. Lynch	do	18	2	6 do	(to Sept. 30, 1886)	100 00
do do	do	do	18	3	6 do	from do	150 00
Boulter and L'Amable	M. McLean	Optional	22 1/2	2	6 do	(to Sept. 30, 1886)	131 46
do do	do	do	22 1/4	3	6 do	from do	151 00
Bourdeau and Sprucedale	W. H. Rhaney	Vehicle	4 1/2	2	10 do	(to Jan. 31, 1887)	48 65
Bowesville and Railway Station	P. Nelligan	Optional	2	3	12 do		49 50
Bowling Green and Laurel	J. Davis	do	3	2	12 do		59 24
Bowmanville and Cæsarea	J. McCrae	Vehicle	22	6	3 do	(to June 30, 1886)	147 75
do do	do	do	22	6	9 do	from do	375 00
Bowmanville and Courtice	C. W. Lint	Horse or vehicle	4 1/2	3	12 do		80 00
Bowmanville and Tyrone	J. Moore	Vehicle	7	6	12 do		143 00
Bracebridge and Fraserburg	H. Hamilton	do	12	1	12 do		80 00
Bracebridge and Huntsville	J. T. Harvie	do	26	6	9 do	(to Dec. 31, 1886)	375 00
Bracebridge and Muskoka Falls	H. Clifford	Optional	3	3	Part of season, 1886		18 00
do do	A. R. Cameron	do	3	3	Balance of season, 1886		29 70
do do	do	do	3	3	3 months 29 dys. (from Dec. 3. '86)		27 51
Bracebridge and Point Kaye	C. Kaye	do	20	2	Season, 1886-87		82 00
Bracebridge and Port Carling	C. McCully	do	21	2	Part of seasons, 1885-86 & 1886-87		94 30
Bracebridge and Railway Station	F. Sander	do	1/4	12	3 months 26 dys (from Dec. 6, '86)		12 00
Bracebridge and Ziska	J. Killen	do	6	2	9 do	(to Dec. 31, 1886)	51 00
Brackenrig and Port Carling	F. J. Davidson	do	4	2	Season, 1886		31 50
Bracondale and Yorkville	I. Adare	do	2 1/2	6	12 months		80 00
Bradford and Railway Station	J. McDermott	Vehicle	1/2	24	12 do		75 00
Bradford, Bond Head and Newton Robinson	do	do	9 & 6	6 & 12	12 do		325 00
Bradshaw and Brigden	W. Bradshaw	do	5	2	12 do		65 00
Braeside and Railway Station	J. Gillies	On foot	1/16	12	12 do		50 00

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Braie Lake and Uplands	J. W. Guess	Optional	8½	1	12 months.	56 00
Bramley and Railway Station	J. Gordon	do	1/16	12	12 do	50 00
Brampton and Huttonville	C. Brooks	do	4	3	12 do	88 00
Brampton and Nortonville	J. Norton	do	3	3	12 do	50 00
Brampton and Railway Station	A. J. Hood	do	3/8	12	9 do (to Dec. 31, 1886)	44 25
do do	do	do	3/8	12	3 do from do	25 00
Brandy Creek and Railway Station	J. Wintermute	Vehicle	3/8	12	12 do	40 00
Brantford and Harley	R. Cavin	do	14	6	12 do	364 00
Brantford and Langford	T. Herriman	Horse or vehicle.	8	6	6 do (to Sept. 30, 1886)	70 00
do do	W. Reed	do	8	6	6 do from do	98 00
Brantford and Mohawk, &c	G. Lane, jun	Vehicle	12	3 & 6	1 do (to April 30, 1886)	24 26
do do	A. S. Beecham	do	12	3 & 6	11 do from do	247 50
Brantford and Railway Station	J. Hale	do	1	48 & 54	12 do	410 85
Brantford and Simcoe	W. P. Croome	Stage	24	6	12 do (less fine)	848 00
Bray's Crossing and Railway Crossing	C. Bray	On foot	20 yds.	2	12 do	5 00
Breadalbane and Lochinvar	C. Campbell	Optional	3½	6	12 do	90 00
Brechin and Dalrymple	E Vickers	do	9	3	11 do (from May 1, 1886)	155 83
Brechin and Evansvale	C. Martin	do	5¼	3	12 do	120 00
Brechin and Railway Station	S. Luck	do	1	12	12 do	90 00
Brentwood and Railway Station	J. O'Connell	do	⅛	12	12 do	50 00
Breslau and Weissenburg	A. Hoch	do	8	6	3 do (to June 30, 1886)	56 25
do do	do	do	8	6	9 do from do	187 50
Brewster and Parkhill	F. Gratton	Vehicle	16	3	12 do	197 00
Brigden and Railway Station	J. Armstrong	Optional	¼	12	9 do (to Dec. 31, 1886)	51 92
do do	do	do	¼	12	3 do from do	21 50
Bright and Washington, &c	A. Gaizka	Vehicle	6 & ¼	6 & 12	12 do	239 00
Brighton and Campbellford	J. Weese	do	20	6	12 do	468 00
Brighton and Lovett	W. Bate	Optional	6½	6	12 do	195 00
Brisbane and Coningsby	J. W. Burt	Stage	4	2	12 do	40 00
Britton and Hammond	T. Alexander	Optional	1½	3	12 do	40 00
Britton and Railway Station	do	do	¼	6	12 do	50 00
Brockville and Morristown, U.S.	D. H. Lyon	do	2	6	12 do	325 00
Brockville and Railway Station	W. Curry	Vehicle	1	24	12 do	284 40
do do	J. Cavanagh	do	1	7	12 do (and arrears)	471 25
Brockville and Sherwood Springs	R. Latham	Horse or vehicle.	8	1	12 do	44 00
Brockville and Street Letter Boxes	J. McKenney	On foot	3½	As req.	12 do	100 00

Brockville and Westport	R W. & T. Copeland	Vehicle	44	6	12	do		984 00
Brockville—C. P. Railway and G. T. Railway	J. Cavanagh	On foot	20 yds.	As req	12	do		370 00
Bronte and Railway Station	J. McDonnell	Optional	1¼	12	12	do		125 20
Bronte Station and Palermo	G. Sargent	do	3	6	9	do	(to Dec. 31, 1886)	157 50
do do	A. Coffee	do	3	6	3	do	from do	47 50
Brooke and Manion	J. Conlon	Horse or vehicle	7	1	12	do		60 00
Brookfield Station and Railway Station	M. Topp	Optional	2	6	12	do		50 00
Brookholm and Owen Sound	J. Mills	do	2	3	3	do	(to June 30, 1886)	12 50
do do	do	do	2	3	9	do	from do	56 25
Brookholm and Shouldice	T. Skinner	Vehicle	7	1	12	do		50 00
Brooklin and Railway Station	R. D. Hay	Optional	½	12	12	do		70 00
Brooksdale and Stratford	J. Forbes	Vehicle	14	2	1	do	(to April 30, 1886)	13 33
Brotherston and Newbridge	M. Brothers	Optional	2	2	12	do		45 00
Brougham and Markham	F. G. Percy	do	12	6	12	do		275 00
Brougham and Whitby	J. Scott	do	12	6	12	do		220 00
Brown Hill and Ravenshoe Station	J. Brown	On foot	80 rods.	12	12	do		30 00
Brucefield and Railway Station	W. Dixon	Optional	½	12	12	do		84 56
Bruce Mines and Cockburn Island	C. Hendrickson	do	42	1	Part of seasons, 1885-86 & 1886-87			200 00
Bruce Mines and Desert	J Robinson	Horse or vehicle	16	1	12 months			104 00
Brudenell and Castile	E. Bennett	do	9	1	12	do		80 00
Brudenell and Killaloe	E. Ring	do	13	2	12	do		125 00
Brunner and Railway Station	J. Attridge	Optional	⅛	6	12	do		30 00
Brunswick and Railway Station	C. Patterson	do	1/16	6	12	do		60 00
Brussels and Cranbrook	V Gramm	Vehicle	5	6	12	do		200 00
Brussels and Railway Station	R. & S. Beattie	Optional	½	12	12	do		125 00
Bulger and Bulger's Corners	T. Gorman	do	¼	3	12	do		12 00
Burford and Cathcart, &c	R. French	do	¼	3 & 6	12	do		174 00
Burgess Corners and Douglas	W Whitelaw	do	8 & ½	6	12	do		147 00
Burgessville and Newark	C. H Flood	Vehicle	5	6	3	do	(to June 30, 1886)	60 00
do do	M Springer	do	5	6	9	do	from do	180 00
Burgessville and Oriel	W. B. Somerville	do	5	3	12	do		130 00
Burgessville and Railway Station	E. W. Burgess	Optional	8	12	12	do		50 08
Burk's Falls and Denville	J. Nichols	do	⅛	3	3	do	26 dys (from Dec. 6, '86)	75 03
Burk's Falls and Hartfell	J. Duke	do	9½	2	12	do		173 00
Burk's Falls and Huntsville	W. H. Trimmer	do	15½	3	9	do	(to Dec. 31, 1886)	225 00
Burk's Falls and Magnetawan	R. H. Menzies	do	28	3	Part of seasons, 1885-86 & 1886-87			232 00
Burk's Falls and Railway Station	do	do	16	6	3 months 26 dys., (from Dec. 6, '86)			25 00
Burk's Falls and South River	H Tripp	do	1	3	9	do	(to Dec. 31, 1886)	450 00
Burlington and Port Nelson	W. Bamford	Vehicle	22	6	12	do		90 00
Burlington and Railway Station	H. Bray	Optional	1½	12	12	do		87 28
Burlington Beach and Railway Station	J. Hughes	do	½	12	Part of seasons, 1885-86 & 1886-87			54 90
Burlington Station and Zimmerman	D. W. Bowman	do	1	6	6 months (to Sept. 30, 1886)			154 00
do do	do	Vehicle	8½	6	6	do	from do	163 00
Burnaby and Railway Station	D. B Schooley	do	9	3	3	do	(to June 30, 1886)	13 75
do do	W. A. Kinnard	Optional	2	3	9	do	from do	37 50
Burnbrae and Railway Station	J. Milne	do	2	6	9	do	(to Dec. 31, 1886)	126 75
do do	A. T. Donald	Vehicle	5	6	3	do	from do	39 75
Burnbrae and Stanwood	A. E. Loucks	do	5	2	12	do		91 61
Burnley and Castleton	D. Welton	Horse or vehicle	10½	3	12	do		120 00
		do	8					

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						$ cts.
Burnt River and Rettie's Station	S. Moore	Optional	½	6	12 months	80 00
Bury's Green and Fell's Station	J. Fell.	do	2½	2	12 do	46 80
Byng Inlet and French River	J. Lamardin	On foot	25	Fortn'ly.	Part of seasons, 1885-86 & 1886-87	54 00
Byng Inlet, North and Parry Sound	do	do	65½	2	do do do	368 00
Byron and London	J. Charles	Optional.	6	2	12 months	160 00
Cadmus and Cartwright	T. W. Robertson	do	2½	6	12 do	80 00
Cahore and Crysler	G. S. Johnstone	do	4	3	1 do (from March 1, 1887)	5 17
Caistorville and Winona	J. Williams.	do	20	3	12 do	245 00
Calabogie and High Falls	T. Dillon	do	7	1	12 do	43 08
Calabogie and Railway Station	D. Dillon	do	¼	6	12 do	58 00
Calder and Railway Station	H. G. Jones	do	2½	2	12 do	55 00
Calderwood and Railway Station	A. Calder	Vehicle	3	3	12 do	80 00
Caldwell and Caledon	N. Patterson	Horse or vehicle	4	6	12 do	190 00
Caldwell's Mills and Railway Station	W. C. Caldwell	Optional	¾	12	12 do	25 00
Caledon and Railway Station	N. Patterson	Horse or vehicle.	½	18	12 do	81 00
Caledon East and Lockton	B. Ingoldsby	do	4½	3	12 do	100 00
Caledonia and Cayuga	E. Wigg	Vehicle	11	6	12 do	410 00
Caledonia and Conboyville	J. Atkinson	Optional	6	2	9 do (to Dec. 31, 1886)	45 00
do do	S. Arrell	do	6	2	3 do from do	17 50
Caledonia and North Seneca	F. Dawson	Vehicle	3	6	12 do	112 00
Caledonia and Railway Stations	P. McMullen	do	½	12 & 24	12 do	180 00
Caledonia and Six Nations	J. A. Beaver	Optional	4	2	9 do (from July 1, 1886)	37 50
Caledonia Springs and L'Orignal	W. K. Cross	Horse or vehicle.	9	3	12 do	156 00
do do	J. Lacombe	do	9	3	Season, 1886	52 00
Callendar and Railway Station	T. Steele	Optional	1/16	6	3 months 26 dys (from Dec. 6, '86)	10 03
Callendar and Wisawassa	do	Vehicle	2½	3	3 do do do	17 50
Calton and Mount Salem	C. McConnell.	Horse or vehicle.	3¾	3	12 do	80 00
Cambray, Lindsay and Railway Station	R. Moffat	Optional	8 & 10½	6	12 do	300 00
Cameron and Railway Station	J. Bryson	do	¾	12	12 do	120 00
Camerontown and Railway Station	E. Cameron	Horse or vehicle.	200 yds.	12	12 do	50 08
Camerontown and Summerstown	A. Cameron	do	3	6	12 do	96 00
Camilla and Granger	J. Heatherington	do	6½	2	12 do	80 00
Camilla and Whittington	T. Sanderson	Vehicle	4½	3	12 do	75 00
Camlachie and Hillsborough	R. Blain	Optional	9	2	12 do	156 00
Campbellcroft and Railway Station	A. Smith	On foot	70 ft.	6	12 do	35 00

Campbell's Cross, Cheltenham and Railway Station.	S. J. Reaney	Horse or vehicle.	½ & 19½	12 & 6	12	do		425 00
Campbellford and Godolphin	C. Aggett	do	5	2	7	do	21 dys (fr. Aug. 11, '86)	43 42
Campbellford and Railway Station	J. N. Kent	Vehicle	½	12	6	do	(to Sept. 30, 1886)	28 26
do do	S. J. Potter	do	½	12	6	do	from do	46 80
Campbellton and West Lorne	J. Martin	Horse or vehicle.	6½	3	12	do		190 00
Campbellville and Railway Station	S. R. Lister	On foot	½	6	12	do		50 00
Campbellville Station and Nassagaweya	J. Easterbrook	Optional	5½	6	12	do		200 00
Campden and Rosedene	J. B. Grobb	Horse or vehicle.	6	3	12	do		130 00
Canboro', Canfield and Warner	H. Robbins	Optional	4 & 2½	6 & 3	12	do		185 00
Canfield and Darling Road	do	do	4	3	12	do		80 00
Canfield and Railway Station	J. Switzer	do	1/16	12	12	do		62 60
Canning and Paris Station	H. Oliver	Horse or vehicle	4½	6	10	do	(from June 1, 1886)	165 83
Cannington and Pefferlaw	G. Newton	Vehicle	10	3	12	do		148 00
Cannington and Railway Station	R. J. Harwood	Optional	½	24	12	do		60 00
Cape Croker and Colpoy's Bay	W. D. Bell	do	15	2	12	do		200 00
Cape Rich and Meaford	R. Cox	Stage	10	2	12	do		120 00
Carden and Horncastle	R. Cowan	Vehicle	4	2	4	do	(from Dec. 1, 1886)	20 83
Cardinal and Hyndman	J. Hyndman	Horse or vehicle.	13	3	12	do		200 00
Cardinal and Railway Station	A. A. Baldwin	Optional	1	14	7	do	20 dys (to Nov. 20, '86)	46 80
do do	W. Stitt	do	1	14	4	do	10 dys from do	20 80
Cargill and Railway Station	H Cargill	do	¾	12	11	do	(to Feb. 28, 1887)	88 00
do do	C W. Keeling	do	¾	12	1	do	from do	8 00
Carholm and Lynedoch	O. Jones	Vehicle	6¾	3	12	do		156 00
Carleton Place and Railway Station	J. Wilson	do	¾	37 & 48	12	do		330 60
Carling and Parry Sound	R. Blair	Optional	9	1	12	do		65 00
Carlingford and Sebringville	R. Crawford	do	8½	3	12	do		148 16
Carluke and Hamilton	J. Smith	Vehicle	13¼	6	3	do	(to June 30, 1886)	110 00
do do	W. Young	do	13½	6	9	do	from do	300 00
Carlsruhe and Railway Crossing	L. Lobsinger	do	1½	12	12	do		110 00
Carmanville and Enterprise	C. Lachand	Horse or vehicle.	4	2	9	do	(from July 1, 1886)	30 00
Carmunnock and Monkton	H. A. McNaught	Stage	4	2	9	do	(to Dec. 31, 1886)	60 00
do do	A. Campbell	do	4	2	3	do	from do	15 00
Carp and Elm	N. Smith	Optional	3	3	12	do		75 00
Carrville and Patterson	J. Coombs	Horse or vehicle.	2½	6	12	do		80 00
Carsonby and North Gower	A. Eastman	Optional	3½	2	12	do		60 00
Carswell and Railway Station	D. Carswell	Horse or vehicle.	3	2	12	do		53 00
Carthage and Hesson	L. Smith	Optional	3	2	11	do	(to Feb. 28, 1887)	40 33
do do	do	do	3	3	1	do	from do	5 50
Cartier and Railway Station	P. J. O'Meara	do	20 ft.	12	6	do	(to Sept. 30, 1886)	5 00
do do	C. Sanders	do	20 ft.	12	4	do	(from Dec. 1, 1886)	3 33
Cartwright and Purple Hill	W. Bartley	do	4	2	9	do	(to Dec. 31, 1886)	37 50
do do	do	do	4	2	3	do	from do	13 75
Cashion's Glen and Cornwall	J J. Cashion	Horse or vehicle.	13	3	12	do		250 00
Cashtown and Creemore	W. Cotton	Vehicle	2	6	12	do		100 00
Casselman and Crysler	B. Coriar	Horse or vehicle	11	6	6	do	(to Sept. 30, 1886)	165 00
do do	do	do	11	6	6	do	from do	98 50
Casselman and Railway Station	R. A. Casselman	Optional	½	12	12	do		25 00
Cassels and Railway Station	S. Robertson	Vehicle	8½	3	12	do		207 48
Castleford and Railway Station	J. Warnock	Horse or vehicle.	2	6	12	do		200 00

REPORT No. 2, A.—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Castlemore and Kleinburg Station	R. Douglas	Horse or vehicle.	14 r. t.	6	12 months	264 00
Cataract and Railway Station	T. Babe	Optional	½	12	9 do (to Dec. 31, 1886)	52 11
do do	J. Howard	do	½	12	3 do from do	16 25
Cayuga and Dean's Station	E. Wigg	do	½	6	12 do	87 64
Cayuga, Dean's and Railway Station	J. Shipway	Vehicle	2 & ½	6 & 12	12 do	230 00
Cayuga and Gypsum Mines	M Thompson	Horse or vehicle.	3½	6	12 do	115 44
Cayuga and Kohler	J. Booker	do	4½	3	12 do	80 00
Cayuga and Upper	A. Vasbinder	Vehicle	12	3	12 do	145 00
Cecebe and Steamer	W. A. Cowan	Optional	1/16	3	Season, 1886	12 80
Cedar Dale and Railway Station	W. Coleman	do	⅛	25	12 months	125 00
Cedar Hill and Pakenham	S. Connery	Horse or vehicle.	5½	2	12 do	80 00
Centralia and Mooresville	R. Handford	Optional	3¾	6	12 do	200 00
Centralia, Crediton and Railway Station	J. Clark	do	6¼	12	12 do	200 00
Centreton and Grafton	C. Lean	Horse or vehicle.	13½	3	6 do (to Sept. 30, 1886)	96 50
do do	W. Roberts	do	13½	3	6 do from do	81 50
Chaffey Locks and Elgin	M. Doyle	Optional	6	2	12 do	70 00
Chalk River and Railway Station	T. Field	do	2½	6	12 do	100 00
Chandos and Clydesdale	H. Caldwell	Horse or vehicle	5	1	12 do	30 00
Chantry and Philipsville	A. Elliott	Vehicle	5½	6	12 do	150 00
Chapleau and Railway Station	T. A. Austin	Optional	⅛	12	9 do (from July 1, 1886)	37 50
Chapman and Stoco	A. Chapman	do	3	3	12 do	78 50
Chard and Pendleton	W. J. Brown	do	4	2	12 do	56 00
Charing Cross and Comber, &c	G. Robb	Vehicle	27½	3 & 6	12 do (less fine)	474 00
Charing Cross and Doyle's	M. Doyle	Horse or vehicle	4½	2	12 do	55 00
Charing Cross and Railway Station	M. Harvey	do	1¼	12	3 do (to June 30, 1886)	18 72
do do	J. Hunter	do	1¼	12	9 do from do	54 00
Charleston and Farmersville	J Kavanagh	do	5½	2	12 do	70 00
Charlinch and Ilfracombe	F. W. Holt	Vehicle	3¾	2	12 do	45 48
Chatham and Dover, South	F. Bourdeau	Horse or vehicle.	6	6	12 do	190 00
Chatham and Irwin	T. Prime	do	5	2	12 do	50 00
Chatham and Louisville	W. L. Bedford	do	6	3	12 do	148 00
Chatham and Railway Station	A. Robinson	Optional	¾	36 & 30	12 do	337 03
Chatham and Van Horn	J. Zink	Horse or vehicle.	5	2	12 do	70 00
Chatham and Williams	R. Williams	Optional	9	2	12 do	80 00
Chatsworth and Mooresburg	J. Smith	do	17	3	12 do	280 00
Chatsworth and Railway Station	D. Rae	do	½	24	12 do (less fine)	149 26

Chatsworth and Strathavon	J. Price	Optional	9	3	3	do	(to June 30, 1886)		38 00
do do	A. D. Lee	do	8	3	9	do	from do		102 00
Chatsworth and Sullivan	W. C. Buchanan	do	5½	6	1	month	(to April 30, 1886)		18 75
Chatsworth and Williamsford	do	do	5	6	11	months	from do		206 25
Chatterton and Foxboro'	S. P. Morden	do	3½	2	12	do			50 00
Cheapside, Jarvis and Railway Station	L. Brown	Vehicle	16	6 & 12	12	do			298 00
Cheddar and Deer Lake	W. Hatch	Horse or vehicle	6	1	9	do	(to Dec. 31, 1886)		26 25
Cheddar and Gooderham	J. Ridley	Vehicle	19	1	9	do	do		123 75
do do	do	do	19	1	3	do	from do		43 75
Cheddar and Wilberforce	W. Riley and sureties	Horse or vehicle	8	1	12	do			40 00
Chepstow and Dunkeld Station	C. Mullen	Optional	2½	6	12	do			130 00
Cherry Valley and Point Petre	A. Gibson	Horse or vehicle	6	1	12	do			37 00
Cherry Valley and Salmon Point	A. B. Ketchum	do	6	2	12	do			48 00
Cherrywood and Whitevale	S. Reesor	Optional	2½	3	3	do	(to June 30, 1886)		19 87
do do	M. R. Summerfeldt	do	3¼	3	9	do	from do		71 25
Chesley and Coverley	J. Grant	Vehicle	6½	3	9	do	(to Dec 31, 1886)		105 00
do do	P. Kildie	do	6½	3	3	do	from do		24 25
Chesley and Railway Station	P. Strang	Optional	3	12	3	do	(to June 30, 1886)		12 50
do do	T. R. Reed	do	3	12	9	do	from do		60 00
Chesley and Scone	W. Graham	do	3	3	12	do			40 00
Chesterville and Connaught	P. Jordan	Horse or vehicle	1½	2	12	do			80 00
Chesterville and Morewood	A. Elliott	Vehicle	5	6	12	do			142 00
Chesterville and Morrisburg	R. Casselman	do	8	6	12	do			425 00
Chevalier and Stony Point	O. Marion	Optional	18½	6	12	do			100 00
Cheviot and Riversdale	A. McLean	Horse or vehicle	1	12	12	do			65 00
Chippewa and Niagara Falls	R. Wilson	Vehicle	3	2	12	do			75 00
do do	do	do	6	6	3	do	(to June 30, 1886)		450 00
Chiselhurst and Hensall	T. Murdock	Optional	6	12	9	do	from do		70 00
Christie's Corners and Heckston	J. VanAllen	do	4	2	12	do			25 00
Christina and Mount Brydges	T. Pearce	do	2½	2	12	do			45 00
Churchill and Lefroy Station	J. Sloan	do	4	2	12	do			220 00
Churchville and Railway Station	T. A. Fogarty	do	2½	12	12	do			80 00
Clanbrassil and Railway Station	J. Cossar	do	2½	6	12	do			35 00
Clandeboye and West McGillivray	W. McNarn	Vehicle	2	6	7	do	(from Sept. 1, 1886)		189 00
Clareview and Erinsville	J. Murphy	Optional	7½	6	12	do			55 00
Claremont and Railway Station	T. Gibbons	do	4	2	12	do			125 20
Clarement and Stouffville	A. Yake	do	¾	12	12	do			125 00
do do	J. Sellers	do	19 r. t.	6	6	do	(to Sept. 30, 1886)		156 50
Clarence Creek and Railway Station	R. A. Roe	do	19 r. t.	6	6	do	from do		240 00
Clarence Creek and The Brook	S. Chenier	Vehicle	8	6	12	do			90 00
Clarence Creek and The Lake	S. Ouellette	Horse or vehicle	7	3	9	do	(to Dec. 31, 1886)		37 50
Clarendon Station and Plevna	W. G. Crozier	do	5	2	9	do	(from July 1, 1886)		400 00
Clarke and Kendal	S. J. Morgan	Vehicle	23	2	12	do			181 52
Clarke and Railway Station	do	Optional	6½	6	12	do			200 32
Clarksburg and Heathcote	S. C. Rowe	Vehicle	5	12	12	do			74 00
do do	do	Horse or vehicle	5	6	6	do	(to Sept 30, 1886)		94 00
Clarksburg and Redwing	J. S. G. Conklin	do	5	6	6	do	from do		145 00
Clarksburg and Thornbury Station	S. C. Rowe	Optional	13½	2	12	do			124 00
		Horse or vehicle	1½	24	12	do			

Report No 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Clarkson and Railway Station	W. W. Clarkson	Optional	1/16	6	12 months	25 00
Clavering and Railway Station	M. D. Devitt	do	1/8	12	9 do (to Dec. 31, 1886)	37 50
do do	A. Bennett	do	1/8	12	3 do from do	15 00
Clayton and Rosetta	G. McFarlane	do	6	2	12 do	100 00
Clayton and Tatlock	P. Guthrie	Horse or vehicle	14	3	12 do	168 00
Clear Creek and Cultus	E. Tansley	Vehicle	5	2	12 do	65 00
Clevelands and Craigie Lea	J. C. Walls	Optional	6s., 3½w.	1 & 2	12 do	50 00
Clifford and Huntingfield	J. Gordon	Horse or vehicle	6	2	12 do	50 00
Clifford and Lakelet	W. J. Halladay	Optional	6	6	12 do	156 00
Clifford and Mount Forest	C. W. Hunt	Horse or vehicle	15	2	12 do	130 00
Clifford and Railway Station	K. M. Walton	Optional	1/4	12	12 do	100 00
Clinton and Railway Station	J. Cunningham	do	1/4	48	12 do	375 60
Clontarf and Foymount	I. R. McDonald	Horse or vehicle.	8	3	12 do	156 00
Clover Hill, Cookstown and Egbert	H. Coleman	do	2½ & 6½	4 & 3	12 do	227 00
Cloyne and Hardinge	T Tapping, jun	do	7	2	12 do	100 00
Cloyne and Harlowe	T. Neale	Optional	9½	1	4 do (to July 31, 1886)	26 66
Cloyne and Harlowe, &c	B Clarke	do	12	1	8 do from do	66 66
Cloyne and Perry	J. R. Perry	Horse or vehicle.	6	1	4 do (to July 31, 1886)	16 66
Cloyne and Scouten	D. A. Spencer	do	13	6	12 do	440 00
Cobble Hill and Evelyn	M. Barber, jun	Optional	5½	2	12 do	49 48
Cobden and Railway Station	J. Ross	Vehicle	1/4	12	12 do	50 00
Cobden Station and Eganville	C. W. Boland	Horse or vehicle	18	12	12 do	304 00
Coboconk and Fenelon Falls	C. Bowin	Vehicle	16	3	12 do	234 00
Coboconk and Lorneville	H. Edwards	do	28	6	6 do (to Sept. 30, 1886)	525 00
do do	A. Hume	do	28	6	6 do from do	487 50
Coboconk and Minden	T. Leary	Optional	24	6	12 do	575 00
Cobourg and Harwood	Hamilton & Mulholland (sureties)	do	16	6	6 do (to Sept. 30, 1886)	237 24
do do	W. Wellwood	do	16	6	6 do from do	224 00
Cobourg and Roseneath	A. G. Macdonald (surety)	Vehicle	20	6	12 do	500 00
Coe Hill Mines and Faraday	G. Orr	Horse or vehicle	8	1	12 do	40 00
Coe Hill Mines and Glen Alda	J. A. Rosebush	do	7½	1	6 do (from Oct 1, 1886)	30 00
Coe Hill Mines and Madoc	R. Simmons	Optional	41	3	4 do (to July 31, 1886)	240 00
Coe Hill Mines and Railway Station	R. H. Waddington	do	½	12	8 do from do	33 33
Coe Hill Mines and The Ridge	J. McGregor	Horse or vehicle.	7	1	6 do (from Oct. 1, 1886)	20 00

Colborne and Dundonald	S. Robins	do	7	6	12	do		207 00
Colborne and Hastings	J. S. Yeoman	Vehicle	25	6	12	do		800 00
Colborne and Lakeport	T. Conroy (surety)	do	2½	12	12	do		150 00
Coldwater and Eady	J. F. Moffat	Optional	3	3	12	do		75 00
Coldwater and Lovering	S. Eplett	do	6	2	12	do		90 00
Coldwater and Railway Station	do	do	¾	24	12	do		200 00
Coleman and Railway Station	G. Digby	do	⅜	6	12	do		60 00
Collingwood and Gibraltar	J. Glenn	do	10	1	12	do		52 00
Collingwood and Railway Station	D. Darroch	Vehicle	½	36	12	do		250 00
Collin's Bay and Railway Station	J. J. Losee	do	⅛	12	12	do		42 00
Collin's Inlet and Killarney	D. Lamorendière	Horse or vehicle	18	1	12	do		153 40
Colpoy's Bay and Wiarton	H. Crandon	Optional	3	6	9	do	(to Dec. 31, 1886)	93 75
do do	L. Hyatt	do	3	6	3	do	from do	28 75
Colwell and Railway Station	W. W. Colwell	do	100 ft.	12	12	do		43 82
Comber and Railway Station	H. Whatley	Vehicle	¾	6	12	do		73 95
Comber and Windfall	T. Strang	Optional	9	2	12	do		100 00
Combermere and Eganville	M. Furlong	Vehicle	35	6	12	do		300 00
Combermere and Maynooth	P. J. Green	Horse or vehicle	25	1	12	do		250 00
Comet and Vereker	D. Graveline	Optional	4	2	12	do		80 00
Commanda and Restoule	A. O. Smith	do	9	1	12	do		75 00
Commanda and Trout Creek Station	J. & M. Corkery	do	15	3	3	do	26 days (from Dec 6,'86)	112 22
Conroy and St. Paul's Station	J. Smith	do	2½	2	9	do	(to Dec. 31, 1886)	45 00
do do	J. Grady	do	2½	2	3	do	from do	15 00
Consecon and Railway Station	C. A. Weeks	do	¾	12	12	do		93 90
Cookstown and Railway Station	H. Coleman	do	¼	12	12	do		75 00
Cooksville and Railway Station	C. R. Colwell	do	1	6	12	do		67 50
Cooksville Station and Sheridan	W. Conover	do	8	6	9	do	(to Dec. 31, 1886)	225 00
do do	J. Jenkins	do	8	6	3	do	from do	68 50
Cooksville Station and Summerville	B. Morris	Horse or vehicle	6	6	12	do		225 00
Cooper's Falls and Lewisham	J. G. Taylor	Vehicle	12	2	12	do		120 00
Copetown and Orkney	J. McCarthy	Optional	3	6	12	do		185 00
Copleston and Petrolea	N. Henriod	do	5	6	12	do		170 00
Corbetton and Railway Station	J. Corbett	do	30 rods.	6	12	do		35 00
Corinth and Railway Station	W. Moore	do	25 do	12	12	do		70 00
Cornwall and Railway Station	A. Lalonde	do	1	1	12	do		13 00
Cornwall and St. Andrews West	J. Rivier	Vehicle	7	3	12	do		195 00
Cornwall and Tayside	D. D. McKeracher	do	24	3	12	do		349 00
Cornwall Centre and Mille Roches	D. McKay	Optional	2½	3	12	do		68 00
Corson's Crossing and Head Lake	T. E. Maxwell	do	12	3	12	do		175 00
Corunna and Railway Station	H. J. Miller	do	⅓	12	5	do	28 days (from Oct. 4,'86)	37 38
Corwhin and Nassagaweya	P. Little	Horse or vehicle	6	2	12	do		96 00
Cotswold and Elora	T. Bilton	Vehicle	23	6	12	do		470 00
Cottesloe and Norwood	C. Griffin	do	8½	2	12	do		75 00
Coulson and Orillia	J. O'Connor	do	16	6	12	do		400 00
Courtland and Port Rowan	W. Smith	do	19	6	12	do		574 00
Courtland and Railway Station	do	do	¼	12	12	do		80 00
Courtright and Railway Station	W. A. Cathcart	Optional	⅛	12	12	do		20 00
Courtright and Erie and Huron Railway Station	do	do	⅛	12	5	do	28 dys. (from Oct. 4,'86)	37 38
Cowal and Iona Station	M McFarlane	Vehicle	6	2	12	do		85 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
						$ cts.
Craigleith and Railway Station	A. Fleming	Vehicle	½	6	12 months	48 00
Cranbrook and Moncrieff	V. Gramm	Optional	4	1	12 do	32 00
Cranston and Dufferin Station	J. King	do	4½	3	5 do (to Aug. 31, 1886)	30 83
Cranston and Railway Station	do	do	4½	6	7 do from do	81 67
Cranworth and Portland	R. Hart	do	5½	1	12 do	25 00
Crawford and Elmwood	H. McRae	Vehicle	9	3	6 do (to Sept. 30, 1886)	112 50
do do	D. McRae	do	9	3	6 do from do	75 00
Credit Forks and Railway Station	G. G. Smith	Optional	¼	12	12 do	62 60
Creemore and Lavender	J. Jackson	Horse or vehicle	7	3	12 do	140 00
Creemore and Railway Station	A. Gillespie	Optional	¼	12	12 do	96 00
Cressy and Picton	C. Storms	do	19	3	12 do	300 00
Crewe and Dungannon	M Shackleton	Horse or vehicle	5	1	12 do	23 83
Crinan and West Lorne	A. McIntyre	Optional	3½	2	12 do	75 00
Crofton and Rossmore	R. S. Salisbury	Horse or vehicle	9	3	6 do (to Sept. 30, 1886)	63 00
do do	S J. Crobs	do	9	3	3 do (to Dec. 31, 1886)	27 25
do do	T. Links	do	9	6	3 do from do	49 75
Crossland and Phelpston	H. Crossland	do	5	2	12 do	60 00
Croton and Dawn Mills	L. Phillips	Optional	8	3	12 do	87 00
Cruickshank and Owen Sound	C. Barfoot	do	6	3	9 do (to Dec 31, 1886)	56 25
do do	W. T. Barfoot	do	6	3	3 do from do	25 00
Crysler and Wales	A. H. Dillabough	Vehicle	23	6	12 do	499 00
Cullton and Douglas	P. Cull	Horse or vehicle	4	1	5 do (from Nov. 1, 1886)	10 83
Cumberland and Railway Station	J. Winser	Vehicle	2¼	12	12 do	125 00
Currie's Crossing and Railway Station	W. D. Smith	do	½	6	9 do (to Dec. 31, 1886)	37 50
do do	do	do	½	6	3 do from do	15 00
Curry Hill and River Beaudette	J. A. Curry	do	4½	3	12 do	100 00
Cushing and Little Rideau	J. Little	do	5	6	12 do	170 00
Cyprus and Novar	R. W. Nicholls	Optional	2½	2	5 do 5 days (to Dec 5, 1886)	17 86
do do	do	do	2½	3	3 do 26 days from do	20 00
Cyprus and Swindon	J. Large	Vehicle	7	1	8 do 5 days (to Dec. 5, 1886)	23 77
Dacre and Grattan	A. J. Morrow	do	6	2	12 do	70 00
Dacre and Griffith	A. Lagree	do	20	2	6 do (to Sept 30, 1886, and arrears)	78 02
do do	T. Holmes	do	20	2	6 do from do	100 00

Dacre and Mount St. Patrick	M. Sheedy	Horse or vehicle.	5	2	10	do	(to Jan. 31, 1887)	66 67
Dacre and Renfrew	C. Jamieson	do	22	3	12	do		375 00
Dale and Ross Mount	J. Lill	do	4	2	12	do		50 00
Dalkeith and Glen Robertson	D. McDonald	Vehicle	8	6	12	do		220 00
Dalston and Orillia	R. Hutchison	Optional	40	6	12	do		485 00
D'Arcy and Howe Island	C. Sughrue	do	6	2	12	do		60 00
Darrell and Railway Station	S. Duncan	Horse or vehicle.	2 rods.	6	12	do		10 00
Dartmoor and Sebright	J. Dunn	do	4	3	12	do		70 00
Dashwood and Parkhill	J. S. Witzel	Vehicle	16½	6	12	do		439 00
Davenport—C. P. Railway and N. & N.-W. Railway	N. & N.-W. Ry. Co	do	50 yds.	12	12	do		80 00
Davenport and Fairbank	R. Raynor	Horse or vehicle	2½	6	9	do	(to Dec. 31, 1886)	48 00
do do	D. M. Coombs	do	2½	6	3	do	from do	16 00
Davenport and Railway Station	J. Green	Optional	50 yds.	12	12	do		10 00
Davis' Mills and Pembroke	W. J. Lecch	do	8	1	3	do	(from Jan. 1, 1887)	11 25
Dawn Mills and Dresden	L. V. Peters	Horse or vehicle.	4	6	12	do		160 00
Day Mills and Thessalon	W. Harris, jun	Optional	15	2	3	do	(to June 30, 1886)	24 25
do do	do	do	15	2	9	do	from do	87 00
Decewsville and Railway Station	C. Hagney	do	300 yds.	12	12	do		50 00
Deemerton and Mildmay	B. Ruland	do	2½	3	12	do		60 00
Deerhurst and Gilford	M. Kneeshaw	do	4½	3	12	do		100 00
Deer Lake and Leafield	H. Palmatur	Horse or vehicle.	5	1	3	do	(to June 30, 1886)	4 50
do do	J. F. McMillan	do	5	1	9	do	from do	18 00
Delaware and London	J. Charles	Vehicle	12	6	12	do		250 00
Delhi, Lynedoch and Railway Station	G. Reid	Horse or vehicle.	5	6 & 12	12	do		200 00
Delmer and Tilsonburg	W. T. Armstrong	Optional	4½	3	12	do		100 00
Delora and Railway Station	M. O'Connor	do	1½	6	8	do	(from Aug. 1, 1886)	65 33
Demorestville and Fish Lake	W. Robinson	Horse or vehicle.	4	2	12	do		46 00
Denbigh and Griffith	J. S. Lane	do	13	1	12	do		84 48
Denbigh and Plevna	F. Chatson	Vehicle	20	2	12	do		325 00
Denfield and Duncrieff	J. Hodgins	Optional	8½	3	6	do	(to Sept. 30, 1886)	94 00
do do	do	do	6½	3	6	do	from do	62 50
Denfield and Railway Station	J. Edwards	do	6 rods.	12	12	do		38 00
Dereham Centre and Mount Elgin	S. Carter	do	3	2	12	do		49 48
Derrynane and Kenilworth	J. Hayes	do	5½	2	12	do		60 00
Derry West and Malton	J. Foster	Horse or vehicle.	17 r. t.	6	9	do	9 dys. (to Jan 9, 1887)	174 37
do do	do	do	21 r. t.	6	2	do	22 dys. from do	62 32
Deseronto Junction and Picton	Deseronto Nav. Co.	Boat and stage	22	12	3	do	(from Jan. 1, 1887)	441 06
Desert Lake and Sydenham	W. Snook	Horse or vehicle.	11	1	12	do		69 00
Deux Rivières and Railway Station	T. Legge	Optional	¼	12	12	do	(less fines)	97 00
Dexter and Sparta	C. M. Pettit	Vehicle	4½	3	12	do		85 00
Diamond and Kinburn	D. McMillan	do	4	3	12	do		80 00
Dickinson and Railway Crossing	L. E. Wood	Optional	3	3	12	do		70 00
Dirleton and Fitzroy Harbor	J. Drummond	Foot or vehicle.	7½	2	12	do		60 00
Dixon's Corners and Dundela	J. E. Tuttle	Optional	4	3	12	do		75 00
Dixon's Corners and Pleasant Valley	J. Farrell	Vehicle	10½	3	6	do	(to Sept. 30, 1886)	69 50
do do	W. Baxter	do	10½	3	6	do	from do	67 00
Dobbinton and Railway Station	R. Dobbin	Optional	¼	6	9	do	(to Dec. 31, 1886)	63 75
do do	J. Douglas	do	½	9	3	do	from do	23 75
Dobbinton and Williscroft	S. Talbot	do	4½	2	2	do	(to May 31, 1886)	14 16

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						$ cts.
Dobbinton and Williscroft	B. Talbot	Optional	4½	3	7 months (to Dec. 31, 1886)	49 59
do do	do	do	4½	3	3 do from do	25 00
Doe Lake and Spence	S. Reid	do	14	2	12 do	150 00
Doe Lake and Utterson	N. Hanes	do	33	3	12 do	800 00
Dolsen and Railway Station	B. Daly	do	3	1	12 do	25 00
Dominionville and Morrisonville	R. Morrison	do	2½	2	12 do	45 00
Don and Toronto	A. Hogg	Horse or vehicle	8	6	12 do	360 00
Donegal and Railway Station	A. Buchanan	Optional	4¾	6	12 do	120 00
Doon and Railway Station	J. H. Thompson	do	1/16	6	12 do	20 00
Dorking and Hawkesville	W. Calder	Horse or vehicle	10	6	12 do	290 00
Dornoch and Durham	G. Crittenden	Optional	26 r. t.	3	12 do	187 00
Dovercourt and Seaton	I. Adare	do	1½	6	12 do	70 00
Downeyville and Omemee	B. Downey	Horse or vehicle	5½	6	12 do	160 00
Downsview and Railway Station	R. Clarke	Optional	5/8	6	6 do (to Sept. 30, 1886)	35 00
do do	J. E. Clarke	do	5/8	6	6 do from do	37 50
Drayton and Glenallan	H. Gordon	Vehicle	10	6	12 do	324 00
Drayton and Railway Station	J. Mannell	Optional	½	24	6 do (to Sept. 30, 1886)	74 50
do do	R. Hall	do	½	24	6 do from do	74 50
Dresden and Railway Station	J. E. McGloghlon	do	¼	24	12 do	156 48
Dromore and Greenside	R. Legate	do	2½	2	12 do	40 00
Dromore and Holstein Station	P. Sterne	do	9	6	3 do (to June 30, 1886)	57 72
do do	J. Henderson	do	9	6	9 do from do	161 25
Drum and Pontypool	H. Byers	do	2½	2	12 do	70 00
Drumbo and Railway Stations	J. Atkinson	do	¼ & ¾	12	12 do	162 76
Drumquin and Milton	J. McIntosh	Vehicle	18 r. t.	6	12 do	300 00
Drysdale and Kippen	J. Brisson	Optional	10	3	12 do	146 00
Duart, Palmyra and Railway Station	W. Thompson	Vehicle	8¼	6 & 12	12 do	300 00
Dublin and Farquhar	J. Bray	Optional	11	6	12 do	315 00
Dublin and Railway Station	J. Williams	do	¼	24	12 do	150 24
Dufferin Bridge and Emsdale	S. B. Smith	do	26	3	2 do (from Feb. 1, 1887)	78 00
Dufferin Bridge and Waubamick	T. W. Quinn	Vehicle	25	1	12 do	194 00
Dumblane and Paisley	R. Cruickshank	Horse or vehicle	5½	3	12 do	130 00
Dunbar and Grantley	J. C. Munro	do	5	3	12 do	70 00
Dunbarton and Frenchman's Bay Station	W. Pizer	Optional	⅜	13	12 do	125 00
Dunbarton and Liverpool Market	do	do	1	6	12 do	76 00
Duncan and Heathcote	A. McKeown	Vehicle	5	1	12 do	44 00

Dunchurch and Glenila	W. McAmmond	Optional	7¼	2	12	do		90 00
Dunchurch and Parry Sound	T. W. Quinn	do	28	3	6	do	(to Sept. 30, 1886)	307 00
Dundalk and Kingscote	E. T. Johnson	do	12	2	8	do	(to Dec. 31, 1886)	86 48
do do	J. Phelan	do	12½	2	3	do	from do	32 43
Dundalk and Maple Valley	B. Bowerman	do	12½	3	12	do		200 00
Dundalk and Railway Station	McQuarrie & Oldfield	do	⅛	24	12	do		150 00
Dundas and Hamilton	J. Herriman	Vehicle	5	6	12	do		125 00
Dundas and Sheffield	E. Bannen	do	14	6	12	do		449 00
Dunkeld and Railway Station	J. B. Tschirhart	Optional	⅝	6	12	do		90 00
Dunkerron and Tuam	J. Dobson	do	6	6	12	do		80 00
Dunnville and Railway Station	M. Culleton	Vehicle	¼	18	12	do		100 00
Dunnville and Selkirk	S Hurst	do	18	6	12	do		490 00
Dunnville and Wellandport	L. Durham	do	11	6	12	do		284 00
Dunrobin and South March	J. Smyth (surety)	do	18	3	3	do	(to June 30, 1886)	30 00
do do	P. Orchard	do	18	3	9	do	from do	112 50
Dunrobin and Woodlawn	W. A. Montgomery	Optional	4	3	12	do		60 00
Duntroon and Maxwell	D. K. Preston	do	14	6	12	do		390 00
Duntroon and Railway Station	J. Russell	do	¼	12	12	do		156 50
Durham and Flesherton Station	T. A. Harris	Horse or vehicle	15	6	12	do		344 00
Durham and Railway Station	B. F. Warner	Vehicle	⅛	12	12	do		60 00
Durham and Walkerton	L. Elridge	do	16½	6	12	do		339 00
Dwight and Huntsville	F. A. Hanes	do	13½	2	6	do	(to Sept. 30, 1886)	104 00
do do	G. F. Marsh	do	13½	2	6	do	from do	97 50
Dyers Bay and Lion's Head	R. Curry	Optional	16	1	12	do		156 00
Eagle and West Lorne	J. Martin	do	4⅛	12	12	do		199 51
Ealing and The Grove	P. Ackland	do	3	3	12	do		30 00
Eastman's Springs and Hawthorne	D. H. Eastman	do	7½	3	3	do	(to June 30, 1886)	30 00
do do	R. J. Kyle	do	7½	3	9	do	from do	90 00
Eastman's Springs and Railway Station	D. H. Eastman	do	¼	12	3	do	(to June 30, 1886)	7 50
do do	R. J. Kyle	do	¼	12	9	do	from do	22 50
Eauclaire and Railway Station	W. Mackey	do	¼	6	12	do		40 00
Eberts and Railway Station	A. Robertson	do	10 yds.	12	12	do		1 00
Eden Mills and Guelph	R. Middleton	do	16	6	12	do		288 00
Edgar's Mills and Railway Station	W. Edgar	do	½	6	12	do		40 00
Edgeley and Thornhill Station	W. Clark	do	2	6	3	do	(to June 30, 1886)	31 30
do do	A. Winger	do	2	6	9	do	from do	94 00
Edginton and Seguin Falls	J. H. Holton	do	9	1	3	do	(to June 30, 1886)	16 50
do do	do	do	11½	1	9	do	from do	69 52
Edmonton and Railway Station	W. Goulding	do	½	6	12	do		30 00
Edwardsville and Molesworth	S. Loughred	do	4	2	12	do		64 00
Eganville and Golden Lake	S. Sunstrum, sen	Vehicle	12	2	12	do		144 00
Eganville and Pembroke	M. J. McCann	Horse or vehicle	27	3	12	do		334 00
Egerton and Kingscote	J. Phelan	Optional	6	1	2	do	(to May 31, 1886)	5 83
Egerton and Mount Forest	J. Hunter	Horse or vehicle	17	3	3	do	(to June 30, 1886)	65 00
do do	do	do	17	3	9	do	from do	225 00
Eglington, Toronto and Yorkville	J. Hendry	Vehicle	4½ & 1½	6 & 12	12	do		360 00
Egremont and Mount Forest	W. Hunt	do	3	4	12	do		70 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Elco and Smithville	H. Hunsburger	Horse or vehicle.	8	2	12 months	104 00
Elder and Rosemont	C. Conn	Optional	7½	2	12 do	88 00
Elder's Mills and Railway Station	J. Wright	do	¼	6	12 do	50 00
Elford and Essex Centre	I. Elford	do	4½	1	9 do (to Dec 31, 1886).	33 75
do do	do	do	4½	1	3 do from do	12 50
Elia and Railway Station	W. Jackson	do	½	6	12 do	75 00
Elizabethville and Port Hope	P. N. Oke	Horse or vehicle.	32 r. t.	6	6 do (to Sept. 30, 1886)	245 32
do do	T. Roberts	do	32 r. t.	6	6 do from do	245 00
Elliott and Manion	J. DeWitt	do	7	2	3 do (from Jan. 1, 1887)	10 60
Ellisville and Seeley's Bay	J. MacMillan	Optional	5	2	12 do	55 00
Elmvale Station and Waverley	M. Moses	Vehicle	7	6	12 do	350 00
Elmwood and Malcolm	H. R. Clemens	do	2½	3	3 do (to June 30, 1886).	20 00
do do	A. B. Kerr	do	2½	3	9 do from do	44 25
Elmwood and Railway Station	T. S. Johnson	do	¼	12	3 do (to June 30, 1886)	18 75
do do	F. Haller	do	¼	12	9 do from do	37 50
Elora and Inverhaugh	R. Ariss	Optional	4½	2	12 do	60 00
Elora and Pentland	R. Amy	Horse or vehicle.	5	2	12 do	60 00
Elora and C. V. Railway Station	T. Biggar	Optional	½	12	9 do (to Dec. 31, 1886)	75 00
do do	do	do	½	12	3 do from do	18 75
Elora and W. G. & B. Railway Station	M. Salvidge	do	1	36	12 do	137 48
Elora and Salem	J. R. Wissler	do	1	6	12 do	40 00
Elphin and McDonald's Corners	J. Brownlee	Horse or vehicle.	6	2	12 do	57 00
Elsinore and French Bay	H Shannon	Optional	5	1	12 do	40 00
Emberson and Port Sydney	H. Farnsworth	do	12	1	12 do	90 00
Embro and Harrington, &c	W. Vannatter	Vehicle	30 & 20	3 & 6	12 do	340 00
Emery and Railway Station	J. Watson	Optional	¼	6	12 do	50 00
Emmett and Wilno	J. T. O'Grady	do	5	1	12 do	50 00
Emsdale and Ferny Glen	H. Roberts	Vehicle	6	2	12 do	60 00
Emsdale and Kearney	A. J. O'Neil	Optional	6	2	8 do 5 days (to Dec. 5, 1886)	54 34
Emsdale and Railway Station	J. W. McDonald	do	¾	6	3 do 26 dys (from Dec. 6, '86)	12 50
Emsdale and Star Lake	R. Hamilton	Vehicle	3	1	10 do (to Jan. 31, 1887)	20 00
Emsdale Station and Kearney	A. J. O'Neil	Optional	5½	3	3 do (from Jan. 1, 1887)	27 50
Enfield and Oshawa	J. S. Ashton	Vehicle	14	3	12 do	130 00
Ennis and Loretto	J. O'Leary	Optional	3½	1	8 do (to Nov. 30, 1886)	20 00
do do	do	do	3½	2	4 do from do	16 66
Ennismore and Frankhill	G. Franks	Horse or vehicle.	6	1	3 do (to June 30, 1886)	13 75

do do	C. Lowe	do	6	1	9	do	from do	41	25
Eunismore and King's Wharf	J. O. Leary	Vehicle	8	2	9	do	(to Dec. 31, 1886)	56	25
do do	do	do	9	2	3	do	from do	25	00
Enterprise and Trafford	M. Whelan	Horse or vehicle	9	1	12	do		45	00
Epping and Flesherton	J. C. Curry	Vehicle	15½	6	12	do		400	00
Epping and Meaford	W. J. Cann	do	14	6	12	do		295	00
Erbsville and Waterloo	J. Simmermacher	Horse or vehicle	5	1	12	do		45	00
Erie and Jarvis	A. Finch	Optional	5	2	12	do		72	00
Erin and Guelph	A. Sanders	Vehicle	20	6	12	do		470	00
Erin and Railway Station	R. & J. Wood	Optional	1	12	12	do		50	00
Erinsville and Napanee	J. Grange	Horse or vehicle	21	6	12	do		400	00
Erinsville and Tamworth	G. Keller	do	4	6	3	do	(to June 30, 1886)	30	00
Eskdale and Tiverton	H. Cameron	Optional	5	3	12	do		95	00
Essex Centre and Gesto	W. Irwin	Vehicle	6½	6	12	do		150	00
Essex Centre and Leamington	C. Wigle	do	22	6 & 12	12	do		705	00
Essex Centre and Railway Station	T. Rush	Optional	¼	18	12	do		117	38
Essonville and Haliburton	T. Johnston	Horse or vehicle	16	1	9	do	(to Dec. 31, 1886)	63	75
do do	A. Gibson	do	16	1	3	do	from do	21	25
Ethel and Railway Station	W. Spence	Optional	⅞	6	12	do		80	00
Ettrick and Ilderton, &c.	J. H. McRae	do	6 & ½	3 & 12	12	do		175	00
Evelyn and London	M. Barber, jun	do	13	6	12	do		335	80
Everett and Railway Station	W. M. Lockhart	do	1/16	12	12	do		50	00
Exeter and Hay	C. Snell	do	1	6	12	do		70	00
Exeter and Kirkton	W. Carby	Vehicle	12	6	12	do		375	00
Exeter and Railway Station	C. Snell	Optional	1	24	9	do	(to Dec. 31, 1886)	169	92
do do	do	do	1	24	3	do	from do	46	20
Exeter and Sarepta	W. Reynolds	do	7	3	12	do		78	00
Fairfield East and Railway Station	A. C. Johns	Vehicle	1/16	3	12	do		25	00
Fair Valley and Warminster	R. C. Hipwell	Optional	4	3	12	do		72	00
Fairview and Stratford	W. Bell	Horse or vehicle	9	1	1	do	(to April 30, 1886)	4	33
do do	do	do	9	3	11	do	from do	143	00
Falkenburg and Mail Catching Post	M. Moore	Optional	¼	6	3	do	26 dys (from Dec. 6,'86)	10	00
Falkenburg and Ullswater	do	do	12½	3	Season, 1886			169	75
Falkland and Paris Station	J. Robinson	Vehicle	9	6	2 months (to May 31, 1886)			41	66
Farewell and Kenilworth	W. L. Morrison	do	6	6	12	do		156	00
Farewell and Wagram	do	do	3	2	9	do	(from July 1, 1886)	25	50
Farmersville and Mallorytown	do	do	12	6	12	do		295	00
Farmersville and Plum Hollow	S. L. Hogeboom	Horse or vehicle	6	2	12	do		58	00
Fargo and Huffman	V. W. Sherman	do	3¼	2	3	do	(to June 30, 1886)	15	00
do do	R. A. Harrington	do	3¼	2	5	do	(to Nov. 30, 1886)	31	25
Fargo and Lundy	S. W. White	do	3	2	9	do	(to Dec. 31, 1886)	45	00
do do	A. W. Palmer	do	3	2	3	do	from do	16	00
Fargo and Railway Station	do	do	3	24	3	do	(to June 30, 1886)	15	00
do do	C. W. Haviland	Optional	300 yds.	24	9	do	from do	37	50
Farquhar and Lumley	W. Gosnell	do	300 yds.	2	12	do		55	00
Farran's Point and Osnabruck Centre	J. Potton	Horse or vehicle	4½	6	12	do		97	00
Farran's Point and Railway Station	C. Stata	do	7	12	12	do		73	00
Fawkam and Mail Catching Post	do	Optional	½	6	12	do		100	00
	W. Carrick	do	2						

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
						$ cts
Fawn and Mail Catching Post	J. M. Smith	Optional	½	3	12 months	40 00
Felton and Russell	H. Powell	do	4	2	12 do	40 00
Fenaghvale and St. Amour	M. Poirier	do	2½	2	12 do	25 00
Fenelon Falls and Railway Station	S. Tuff	do	½	12	9 do (to Dec. 31, 1886)	60 00
do do	J. Quinn	do	½	12	3 do from do	20 00
Fergus and Living Springs	D. Black	do	6	2	12 do	75 00
Fergus and Railway Station	J. C. Morrow	Vehicle	¾	12 & 36	12 do (less fine)	249 00
Fergus and Shiloh	T. Hamilton	do	13	2	12 do	150 00
Ferguson's Falls and Perth	T. Haley	Optional	18	6	12 do	390 00
Fernhill and Poplar Hill	D. R Owen	Horse or vehicle.	4½	3	12 do	100 00
Fesserton and Railway Station	R. Jancowski.	do	¾	12	12 do	65 00
Feversham and Flesherton	G. Park	Vehicle	14	6	12 do	375 00
Fingal and Port Talbot	J. Broom	Horse or vehicle.	7	3	12 do	125 00
Fingal and St Thomas	T. Warren	Optional.	7	6	6 do (to Sept. 30, 1886)	109 50
do do	G. Penwarden	do	7	6	6 do from do	74 50
Fingal, Shedden and Railway Station	N. Powers	Horse or vehicle.	3½	6 & 12	3 do (to June 30, 1886)	37 25
do do	J. Church	do	3½	6 & 12	9 do from do	142 50
Fingerboard and Sonya	T. Moase	Optional	2½	3	12 do	80 00
Fish Creek and Granton	W. Blatchford	Horse or vehicle.	5	2	12 do	60 00
Fisherville, Nelles' Corners and Railway Station	J. Mehlenbacher, jr.	do	4 & ½	6 & 12	12 do	159 00
Fleetwood and Franklin	W. Stacy	Optional	1⅛	4	12 do	78 00
Flesherton and Railway Station	P. Munshaw	do	1¼	24	12 do	156 00
Flesherton and Vandeleur	W. I. Cooey	Horse or vehicle.	6½	3	12 do	98 00
Fletcher and Railway Station	P. T. Barry.	Optional	¼	12	9 do 11 days (to Jan. 11, '87)	39 00
do do	R. Reaume	do	¼	12	3 do (from Jan. 1, 1887)	11 25
Flinton and Madoc	R. Simmons	Vehicle	19	6	12 do	741 00
Florence and Rutherford	J. Conborough.	Optional	6	3	12 do	100 00
Flower Station and Railway Station	G W. White	do	⅛	12	12 do	10 00
Fonthill and North Pelham	J. McQueen.	do	8	3	12 do	196 00
Fordwich and Newbridge	O. Rogers	do	4½	6	12 do	156 00
Fordwich and Railway Station	W. Faulkner.	do	½	12	12 do	110 00
Forest and Ravenswood	A. G. Anderson	do	9	3	12 do	149 00
Forest and Railway Station	P. Smith	do	400 yds.	6	12 do	43 82
Forester's Falls and Railway Crossing	H. W. Howard	do	17	6	3 do (to June 30, 1886)	130 00
do do	P. R. Pounder & Co	do	17	6	9 do from do	399 00

Forest Lake and South River	P. McDermott	Vehicle	5	2	12	do		50 00
Fort Erie and Garrison Road	J. Hershey	do	4	2	12	do		80 00
Fort Erie and Railway Stations	G. Lewis	On foot	2	48	12	do		360 00
Fort William and Railway Station	E. Deacon	Optional	1/4	12	3	do	(to June 30, 1886)	45 00
do do	C. McVicar	do	1/4	12	9	do	from do	150 00
Fort William, West and Railway Station	A. McLaren	do	1/10	12	6	do	(from Oct. 1, 1886	60 00
Fournier and Routhier	J. O. Poirier	Vehicle	6	6	6	do	do do	94 50
Fowler's Corners and Peterboro'	A. Tully	Horse or vehicle.	7½	6	6	do		104 00
Foxmead and Railway Station	J. Hadden	Optional	1/6	2	12	do		30 00
Franconia and Perry Station	O. Clark	do	6¼	6	12	do		135 90
Frankford and Railway Station	J. Chapman	do	1/8	6	12	do		135 90
Frankford and Stockdale	H. S. Bowerman	Vehicle	2	12	8	do	(from Aug. 1, 1886)	52 00
Frankford and Trenton	O. Weston	do	8	3	12	do		36 00
Franklin and Mount Horeb	W. Germyn	do	6	6	4	do	(to July 31, 1886)	56 66
Franklin and Railway Station	J. Hadden	Optional	100 ft	2	12	do		100 00
Frank's Bay, North Bay and Sturgeon Falls	J. M. Smith	do	15w.,20s.	12	12	do		70 00
Franktown and Railway Station	W. Lightbody	Vehicle	1½	2	3	do	(from Jan. 1, 1887)	17 50
Frankville and Railway Station	C. Marshall	do	11	12	12	do		150 00
Freeborn and Railway Station	J. Freeborn	On foot	1/5	6	12	do		230 00
Freeland and Webster's Corners	J. W. Preston	Optional	1	6	12	do		30 00
Freelton and Mountsberg	B. B. Johnson	Horse or vehicle.	3½	3	12	do		20 00
Freeman and Railway Station	E. B. Freeman	Optional	1/6	3	12	do		90 00
Frome and Railway Stution	J. Arnold	Horse or vehicle.	1½	30	12	do		67 80
Fullarton and Gowrie	R. Francis	Optional	3	6	12	do		78 25
Fullarton and Mitchell, &c	W. Rogers	Horse or vehicle.	2 & 6	3	12	do		60 00
Fuller and Thomasburg	M. Mills	Optional	4½	3 & 6	1	do	(to April 30, 1886)	11 67
Fyfield and Teeswater	A. Gibson	do	5	2	12	do		48 00
				2	12	do		60 00
Gad's Hill and Stratford	T. O'Donnell	Horse or vehicle.	6	6	12	do		225 00
Galbraith and Middleville	R. J. Penman	do	6½	2	12	do		52 00
Galt and Glenmorris	D. Munro	do	7	6	12	do		290 00
Galt and Puslinch	J. McLean	Vehicle	15	3	12	do	(less fine)	214 00
Galt and Railway Station	I. E. Eby	do	3/4	24	3	do	(to June 30, 1886)	37 50
do do	G. Hancock	do	1/8	24	9	do	from do	150 00
Gamebridge and Railway Station	S. McDougall	Optional	14	12	12	do		115 00
Gananoque and Seeley's Bay	W. Kenny	do	1	2	12	do		145 00
Gananoque and Street Letter Boxes	E Keating	do	4	12	10	do	(from June 1, 1886)	130 50
Gananoque and Wilstead	J. L. Bradley	Horse or vehicle.	4½	3	12	do		70 00
Gananoque Station and Marble Rock	B. S. Bradley	Vehicle	4	2	12	do		60 00
Gananoque Station and Willetsholme	J. Abrams	Horse or vehicle.	4	2	6	do	(to Sept. 30, 1886)	37 50
do do	I. B. Greenizan	do	1/8	2	6	do	from do	30 00
Garnet and Railway Station	T. Sullivan	Optional	1/8	12	3	do	(to June 30, 1886)	12 25
do do	do	do	400 00	12	9	do	from do	30 00
Garry Owen, Johnson and Owen Sound	A. David	Horse or vehicle.	10 & 13	3	12	do		400 00
Gelert and Railway Station	W. F. Ritchie	On foot	1/8	12	12	do		50 00
Georgetown and Railway Station	McCallum & Watson	Optional	½	18	12	do		187 48
Georgetown and Salmonville	I. Harber	Vehicle	6	6	9	do	(to Dec 31, 1886)	134 25
do do	J. H. Orr	do	6	6	3	do	from do	43 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Georgina Island and Sutton West	C. Big Canoe	Optional	8	2	8 months (from Aug. 1, 1886)	33 33
Germania and Uffington Road	W. Stamp	do	2½	3	12 do	75 00
German Mills and Strasburg	W. Arndt	do	2	6	3 do (to June 30, 1886)	18 75
do do	J. Langton	do	2	6	9 do from do	82 50
Gilbert's Mills and Picton	M. Hunt	Horse or vehicle.	10	3	4 do (to July 31, 1886)	49 33
do do	A. I. Ryckman	do	10	3	8 do from do	80 00
Gilford and Railway Station	J. A. Blain	Optional	½	24	12 do	60 00
Gladstone and Harriettsville	F. Lavine	Vehicle	3	6	12 do	100 00
Glammis and Pinkerton Station	J. McKeeman	Horse or vehicle.	9	6	12 do	300 00
Glamorgan and Millbrook	K. Kennedy	Optional	6	2	12 do	78 00
Glandine and Railway Station	C. H. Jones	do	2	3	9 do (to Dec. 31, 1886)	45 00
do do	E. Payne	do	2	3	3 do from do	15 00
Glanford Station and Railway Station	T. Wilkinson	Horse or vehicle.	½	6	3 do (to June 30, 1886)	11 55
Glanford Station and Sinclairville	J. R. Wilson	do	10	3	12 do	155 00
Glanmire and Millbridge	J. Summis, sen	do	8	1	12 do	52 00
Glanworth and Railway Station	J. Turnbull	Optional	½	6	12 do	62 48
Glanstonbury and Kaladar	E. F. Dunham	do	4½	2	12 do	39 00
Glen Alda and Thanet	W. McWilliams	Horse or vehicle.	19	1	6 do (to Sept. 30, 1886)	87 50
Glenannan and Railway Station	A. Anderson	Optional	¼	12	12 do	40 00
Glenarm and Woodville	H. Ferguson	Vehicle	22 r. t.	6	12 do	299 00
Glenburnie and The Corners	A. Hunter	Optional	½	6	1 do 27 dys. (to Dec. 31, '86)	7 88
do do	M. M. Fowler	do	½	6	1 do (to Jan. 31, 1887)	4 16
do do	W. Shurtteff	do	½	6	2 do from do	8 33
Glencairn and Railway Station	W. Grieve	do	¼	12	12 do	90 00
Glencoe and Kilmartin	D. B. McIntyre	do	4½	3	12 do	85 00
Glencoe and Strathburne	J. Smith	do	2½	6	12 do	120 00
Glencolin and Springfield	S. T. Young	do	3	3	12 do	80 00
Glendale and White Oak	C. Flawn	do	2¼	3	12 do	50 00
Glenfarrow and Wingham	W Mackersie	do	6	2	12 do	75 00
Glen Huron and Railway Station	J. Hamilton	do	1½	6	12 do	115 00
Glen Huron Station and Railway Station	P. McMillan	do	¼	12	12 do	20 00
Glenila and Loring	A. W. Sinclair	do	21	1	12 do	150 00
Glen Major and Myrtle	W. R. Derby	Vehicle	6½	6	12 do	224 00
Glenmeyer and Kinglake	E. Gale	do	8½	2	1 do (to April 30, 1886)	7 92
do do	do	do	10½	2	11 do from do	107 54
Glenmeyer and Tilsonburg	do	do	10	3	12 do	147 00

Glen Miller and Trenton	O. Weston	Horse or vehicle.	3½	6	8	do	(from Aug. 1, 1886)	66 66
Glenmore and Maitland	W. Covill	do	9	3	12	do		145 00
Glen Oak and Longwood	L. J Hixon.	Vehicle.	8	2	12	do		75 00
Glen Orchard and Redwood	J. Nixon	Optional	3	1	Season, 1886-87			11 00
Glen Robertson and North Lancaster	D. McDonald.	Vehicle.	25	6	12 months			340 00
Glen Robertson and Railway Station	W. Robinson.	Optional	⅛	24	12	do		60 00
Glen Ross and Railway Station	G. T. Iveson	On foot	20 yds.	3	8	do	(from Aug. 1, 1886)	20 00
Glen Ross and Stirling	L. H. Smith.	Horse or vehicle	4	2	4	do	(to July 31, 1886)	13 33
Glen Roy and Munroe's Mills	M. Munroe	do	4	3	12	do		88 62
Glen Sandfield and Ste. Anne de Prescott.	R. Brassard	do	6¾	2	12	do		84 36
Glen Smail and Spencerville	E. Ellis, jun	Optional	3	2	12	do		50 00
Glen Tay and Perth	J. Wood	Horse or vehicle.	4½	6	3	do	(to June 30, 1886)	35 15
do do	J. Conlon	do	4½	6	8	do	(to Feb. 28, 1887)	86 67
Glenvale and Sharpton	G. D. Hann	do	3	2	12	do		60 00
Goderich and Kintail	A. M. Polley.	Vehicle	14	6	12	do		595 00
Goderich and Lucknow	J. Mullin.	do	23	6	12	do		398 00
Goderich and Railway Station	A. M. Polley	do	1	24	3	do	(to June 30, 1886)	53 04
do do	J. Mullin	do	1	24	9	do	from do	112 80
Godfrey and Westport	M. Grady	Optional	20	6	12	do		492 00
Goldfield and South Finch	M. McLean	do	2½	3	12	do		55 00
Goldsmith and Leamington	G. B Reid	do	10	3	12	do		125 00
Goldstone and Railway Station	J. W. Cragg	do	1⅜	6	12	do		100 16
Gooderham and Kinmount	F. Train	do	20½	2	12	do		225 00
Gooderham and Ursa	S. Kettle	do	6	1	12	do		30 00
Goodwood and Railway Station	M. Chapman	do	⅛	12	12	do		60 00
Goodstown and Richmond	T. H. Mills	do	3	2	12	do		26 00
Gordon and Railway Station	J. C. Duff	do	1/16	12	12	do		50 00
Gore Bay and Little Current	H. May	do	50	1	Part of seasons, 1885-86 & 1886-87.			350 00
Gore Bay and Long Bay	G. W. Hodgkinson	do	10	1	12 months			75 00
Gore Bay and Meldrum Bay	E. H. Jackson	do	58	1	6	do	(to Sept. 30, 1886)	200 00
do do	R. T. Hall	do	58	1	6	do	from do	182 50
Goring and Rocklyn	J. Sparling.	do	4	2	12	do		50 00
Gormley and Unionville	J. Webber	Horse or vehicle	25 r. t.	6	12	do		399 88
Gorrie and Railway Station	H. J. Besanson	Optional	1½	12	12	do		160 00
Gorrie and Seaforth	S. Walsh	do	30½	6	12	do	(less fine)	519 00
Goulais Bay and Sault Ste. Marie	A. McAuley	do	26	1	7	do	24 dys from Aug. 8, '86)	151 33
Gowanstown and Kurtzville	M. Mennear.	Horse or vehicle	5	3	12	do		88 00
Gowanstown and Railway Station	H. Markle	Optional	¼	6	12	do		66 00
Gowanstown and Wallace	do	do	3½	6	12	do		85 00
Grafton and Railway Station	J. Rooney	do	1	7	3	do	(to June 30, 1886)	22 75
do do	do	do	1	7	7	do	(to Jan. 31, 1887)	53 75
do do	J. McBrien	do	1	7	2	do	from do	14 75
Grand Valley and Monticello	F. L. Holmes.	do	11	2	6	do	(to Sept. 30, 1886)	55 00
do do	H. Hill	do	11	2	6	do	from do	55 00
Grand Valley and Peepabun	W. Osbourne.	do	4	2	12	do		50 00
Grand Valley and Railway Station	S. McDonald	do	1	12	12	do		45 00
Grand Valley and Tarbert	W. Osbourne.	do	4½	2	Discontinued Dec. 31, 1885			4 16
Grant and South Indian	A. Porier	Horse or vehicle	3½	3	9 months (to Dec. 31, 1886)			29 25
Grassett Station and Michipicoten River	P. H. Bell	Vehicle	55	Fortn'ly.	12	do		300 00

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Grasey's Corners and Smithville Road	R. H. Walker	Optional	2	2	12 months	35 00
Gravenhurst and Leg Lake	J. Paterson	do	11	1	12 do	52 00
Gravenhurst and Port Carling	C. McCully	Horse or vehicle.	28	2	Season, 1886-87	118 00
Gravenhurst and Railway Station	G. F. Marter	Optional	¾	24	12 months	250 40
Gravenhurst and Uffington	J. Doherty	do	11	3	12 do	194 00
Gravenhurst and Walker's Point	W. Walker	Vehicle	14	1	Part of seasons, 1885-86 & 1886-87.	63 00
Gravenhurst, West Gravenhurst and Wharf	D. McPherson	Optional	2w., 1s.	6	6 months (to Sept. 30, 1886)	70 00
do do	W. McDivitt	do	2w., 1s.	6	6 do from do	70 00
Gravenhurst and Wharf	G. F. Marter	do	½	6	Season 1886	47 75
Gravenhurst Station and Rosseau	J. T. Harvie	Vehicle	40	6	Balance of season 1885-86	85 50
Greenbank and Blackwater Junction	W. Taylor	Optional	6½	2	2 months (from Feb. 1, 1887)	30 83
Greenbank and Wick Station	do	Vehicle	6	6	10 do (to Jan. 31, 1887)	141 66
Green Bay and Little Current	F. Skippen	Optional	12	1	12 do	70 00
Greenfield and Railway Station	A. McDougall	Vehicle	1	24	12 do	100 00
Green Point and Picton	C. Reynolds	Horse or vehicle.	12	1	12 do	52 00
Green River and Railway Station	J. Windsor	do	1½	6	9 do (to Dec. 31, 1886)	67 50
do do	T. Nighswander	do	1½	12	3 do from do	25 00
Greenview and Monteagle Valley	J. Poff	Vehicle	6	1	12 do	50 00
Grenfel and Railway Station	H. Parr	Optional	1¼	2	12 do	60 00
Gresham and Paisley	R. Cruickshank	Horse or vehicle	20 r. t.	2	12 do	160 00
Griffith and Matawatchan	J. McGregor	Optional	10	1	12 do	52 00
Grimsby and Smithville	L. W. Nixon	Vehicle	8	12	3 do (to June 30, 1886)	100 25
do do	J. H. McCollom	do	8	12	9 do from do	299 25
Grimsby Park and Railway Station	N. Phelps	do	¼	24	Special trips	36 00
Grimston and Keady	R. Keys	Optional	4	2	12 months	50 00
Grovesend and Lakeview	G. McConnell	Horse or vehicle.	2	6	12 do	80 00
Groveton and Spencerville	J. McAuley	Optional	3	2	5 do 19 dys. (from Oct. 13, '86	22 43
Guelph and Hamilton	J. Herriman	Vehicle	31½	6	12 do	1,000 00
Guelph and Ponsonby	J. L. Halley	do	12	3	12 do	200 00
Guelph and Street Letter Boxes	J. D. Johnstone	do		As req.	12 do	250 00
Gull Creek and The Corners	A. Thompson	Optional	¼	3	12 do	25 00
Gunter and Railway Station	J. H. Gunter	Horse or vehicle	6	2	5 do (to Dec. 31, 1886)	20 83
do do	do	do	6	2	3 do from do	20 00
Gunter and Thwaite's	do	do	12	1	4 do (to July 31, 1886)	18 33
Guthrie and Steele	J. Steele	do	3	2	12 do	48 00

Hagersville and Railway Station	J. Fleming.	Optional.	½	36	3	do	(to June 30, 1886).	43 75
do do	do	do	½	36	9	do	from do	105 00
Hagersville and Springvale	J. Holbrook	do	4	6	12	do		120 00
Hagersville, Selkirk and Railway Station	L. Brown	do	14	6	12	do		258 00
Haley's Station and Harcourt	W. N. Hutton	do	2	3	12	do		50 00
Haliburton and Kennaway	J. E. Holmes.	Horse or vehicle.	25	1	12	do		235 00
Haliburton and Railway Station	J. Young	Optional.	¼	12	12	do		50 00
Hallville and Kemptville	J. Dickinson	Vehicle	13	3	9	do	(to Dec. 31, 1886).	150 00
do do	do	do	13	3	3	do	from do	58 75
Hamilton and Lowville	D. Harris	do	20	6	12	do		525 00
Hamilton—G. W. Railway Station and N. & N.-W. Railway Station	C. Armstrong	do	1¼	6	12	do		234 75
Hamilton—G. T. Railway Station and N. & N.-W. Railway Station	do	do	1¼	6	8	do	4 dys. (to Dec 4, 1886)	85 20
Hamilton and Railway Station	do	do	1	30 & 18	12	do		926 00
Hamilton and Stony Creek	I. Corman	do	7	6	12	do		250 00
Hamilton and Street Letter Boxes	J. Brundle	do		As req.	9	do	(to Dec. 31, 1886).	562 50
do do	do	do		As req.	3	do	from do	193 75
Hampton and Solina	E. B. Cryderman	Horse or vehicle.	2¼	3	12	do		50 00
Hanover and Railway Station	R. Pace	Optional.	½	12	3	do	(to June 30, 1886).	23 75
do do	W. Reid	do	½	12	9	do	from do	67 29
Harkaway and Markdale	J. Logan	Horse or vehicle	7	1	12	do		52 00
Harley and Hatchley Station	B. Powell	Optional.	4	2	12	do		75 00
Harley and New Durham	R. Cavin	Horse or vehicle.	5	6	12	do		132 00
Harlock and Seaforth	T. Neilans	Vehicle	17	3	9	do	(to Dec 31, 1886).	274 62
do do	do	do	13	3	3	do	from do	70 00
Harold and Wellman's Corners	P. Hubble	Optional.	4	2	4	do	(to July 31, 1886).	16 66
Harper and Perth	T. Butler	Horse or vehicle	7	2	11	do	(to Feb. 28, 1887).	45 84
Harrisburg and Troy	M. O'Riley	Optional.	4	6	12	do		200 00
Harrisburg and Weir	E. Williamson	do	2½	3	12	do		45 00
Harriston and Railway Stations	C. H. Ward	do	¼ & ½	12 & 24	12	do		225 36
Hartford and Waterford	W. A. Slaght	Horse or vehicle.	10	6	12	do		225 00
Hartsmere and Hermon	J. Bremner.	do	8¼	1	3	do	(to June 30, 1886).	10 25
do do	do	do	8½	1	9	do	from do	34 50
Harwich and Railway Station	J. O'Brien	do	7	6	6	do	(to Sept. 30, 1886).	114 50
do do	do	do	7	6	6	do	from do	108 50
Havelock and Railway Station	A. V. Fuller	Optional.	¾	20	12	do		173 82
Havelock and Tilton	A. Peters	do	5	3	12	do		115 00
Hawkstone and Railway Station	W. Hodges.	do	¼	12	12	do		49 96
Hawtrey, Northfield Centre and Railway Station	J. W. Hainer.	do	12	6 & 12	12	do		394 00
Hawtrey and Railway Station	C. J. Treffry	do	1/16	12	12	do		25 00
Hay Bay and Napanee	N. Outwater	Vehicle	19	2	12	do		189 00
Hayburn and Parma	E. Loyst	Optional.	2	3	6	do	(from Oct. 1, 1886)	25 00
Hayesland and Mill Grove	E. Young	Horse or vehicle.	3¼	6	12	do		116 00
Haysville and New Hamburg	R. C. Tye	do	3½	6	12	do		144 00
Hazledean and Stittsville	A. Abbott	do	3½	3	12	do		75 00
Heather and Walker's	D. McIntyre	Optional.	3	2	12	do		40 00
Hendrick and Railway Station	H. Curreil	On foot	1/16	3	12	do		39 00
Henfryn and Railway Station	W. L. Wells	Optional	1/16	6	12	do		40 00

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Henry and L'Orignal	J. Tessier	Horse or vehicle.	4½	3	12 months	65 00
Hensall and Railway Station	J. Sutherland	Optional	1¼	12	12 do	100 16
Hensall and Rodgerville	H. Doan	do	1½	6	9 do (to Dec. 31, 1886)	75 00
do do	do	do	1½	6	3 do from do	30 00
Hensall, Zurich and Railway Station	W. A. Zent	do	6 & ⅛	6 & 12	12 do	320 00
Hepworth and Railway Station	T. Kemp	do	¾	12	12 do	160 00
Hewitt and Marshville Station	J. B. Hewitt	do	¾	6	12 do	45 00
Hiawatha and Peterboro'	W. Troop	Vehicle	12	2	12 do	145 00
Hickson and Railway Station	S. Vance	Optional	1/16	12	12 do	20 00
Highfield and Malton	N. Heacock	Horse or vehicle	4	2	12 do	90 00
Highgate and Railway Station	H. Bell	Optional	1	12	12 do	112 68
Highgate and Turin	D. Teetzel	do	5	3	12 do	90 00
Hillier and Railway Station	H. Palmer	do	½	12	12 do	93 90
Hillier and Rosehall	R. McCartney	Horse or vehicle.	2½	3	12 do	120 00
Hillman and Leamington	R. Manery	Optional	6	2	12 do	75 00
Hillsburgh and Railway Station	J. Carmichael	do	½	6	9 do (to Dec. 31, 1886)	56 25
do do	do	do	½	6	3 do from do	20 00
Hillsburgh Station and Marsville	J Hanna	do	7½	6	12 do	325 00
Hillsdale and Moonstone	C Waugh	do	13	3	12 do	240 00
Hinch and Newburgh	B. Lewis	do	6	2	12 do	70 00
Hoath Head and Owen Sound	M. Dealy	do	7	1	12 do	60 00
Hockley and Mono Centre	R. Colwell	Horse or vehicle.	11	6	12 do	370 00
Holland Centre and Railway Station	C. Price	do	16	24	11 do (from May 1, 1886)	100 83
Holland Landing and Railway Station	W. Tuck	On foot	⅛	24	12 do	75 12
Holly Park, King and Nobleton	J. Gould	Optional	10 & 4½	6 & 3	3 do (to June 30, 1886)	125 00
do do	D. O. Crossby	do	10 & 4¼	6 & 3	9 do from do	276 00
Holmesville and Porter's Hill	A. Knox	Vehicle	4	3	12 do	75 00
Holmesville and Railway Station	do	do	⅛	12	12 do	50 00
Holstein and Murdoch	G. Pollock	Optional	4	3	3 do (to June 30, 1886)	13 75
do do	do	do	4	3	9 do from do	56 04
Holstein and Railway Station	P. Dickson	do	⅛	12	3 do (to June 30, 1886)	20 00
do do	J. Calvert	do	⅛	12	6 do (to Dec. 31, 1886)	26 50
do do	S. Seaman	do	⅛	12	3 do from do	13 25
Holstein Station and Nenagh	J. Urispin	do	8½	6	3 do (to June 30, 1886)	62 50
do do	T. Stephenson	do	8½	6	9 do from do	175 50
Holt and Mount Albert	P. Reynolds	do	3	6	9 do (to Dec. 31, 1886)	93 75

do do	J. Roseman	do	3	6	3	do	from do	31	25
Honeywood and Horning's Mills	J. Ostic	do	9	3	12	do		125	00
Hoodstown and Huntsville	J. F. Hanes	do	9	2	12	do		112	00
Hopetown and Lanark	W. Magury	Horse or vehicle.	7	3	12	do		75	00
Hopetown and White	R. Jordan	do	12	1	12	do		55	00
Hopeville and Railway Station	P. Fullerton	Optional	9	3	12	do		142	00
Hopeville and Swinton	J. Martin	do	4	2	5	do	(from Nov. 1, 1886)	20	83
Horning's Mills and Shelburne	J. Ostic	Horse or vehicle.	6	6	3	do	(to June 30, 1886)	53	75
do do	do	do	6	6	9	do	from do	127	50
Horning's Mills and Singhampton	J. Richards	do	18	3	12	do		255	00
Housey's Rapids and Washago	H. Nichols	Optional	16	2	12	do		135	00
Howe Island and Kingston	J. O'Brien	do	14	3	12	do		249	00
Humber and Weston	C. R Dade	Horse or vehicle.	7½	6	3	do	(to June 30, 1886)	65	00
do do	do	do	7½	6	9	do	from do	225	00
Humber Bay and Railway Station	M. L. Carlisle	On foot	150 yds.	12	4	do	(from Dec. 1, 1886)	13	33
Humberstone and Railway Station	D. Stapf	Horse or vehicle.	½	24	12	do		150	00
Huntsville and Melissa	H. Mason	Optional	5	3	3	do	26 dys. (from Dec. 6,'86)	28	85
Huntsville and Railway Station	C. Morley	Vehicle	¾	12	4	do	(from Dec. 1, 1886)	25	00
Huston and Moorefield Station	R. Kirkby	Optional	1	12	12	do		50	00
Huston and Trecastle	D. Callaway	Horse or vehicle.	4	6	12	do		96	00
Hyde Park Corner and Railway Station	W. Brown	Optional	1	6	10	do	(to Jan. 31, 1887)	33	33
do do	L. McNames	do	1	3	2	do	from do	6	67
Indian River and Railway Station	M. Guerin	Vehicle	5	3	12	do		80	00
Ingersoll and Lakeside	W. Brock	do	16	6	12	do		475	00
Ingersoll and Peebles	B. Dennis	Horse or vehicle.	6½	2	12	do		59	00
Ingersoll and Port Burwell	E. Gray	Vehicle	32	6	12	do		855	00
Ingersoll and Railway Station	C. R. Patience	Optional	⅜	12	9	do	(to Dec. 31, 1886)	113	28
do do	J. Shannon	do	⅜	12	3	do	from do	27	72
Ingersoll—C. V. Railway and G. T. Railway	do	do	200 yds.	6	7	do	(to Oct. 31, 1886)	73	20
Inglewood and Railway Station	J. Graham	do	⅛	12	12	do		52	00
Inistioge and Railway Station	H. Armstrong	do	2½	3	12	do		91	00
Inkerman and Iroquois	J. Gamble	Vehicle	23	6	3	do	(to June 30, 1886)	92	03
do do	B. Van Camp	do	23	6	9	do	from do	267	69
Innerkip and Railway Station	S. Trachel	Optional	⅛	12	9	do	(to Dec. 31, 1886)	67	50
do do	G. Hotson	do	⅜	12	3	do	from do	27	00
Innisfil and Stroud	T. W. Boyes	do	3	6	12	do		115	00
International Bridge and Railway Station	G. Graham	do	¼	24	12	do		150	00
Inverhuron and Tiverton	H. Cameron	do	3	3	12	do		70	00
Invermay and Railway Station	A. Neelands	do	⅜	12	9	do	(to Dec. 31, 1886)	103	84
do do	do	do	¼	12	3	do	from do	38	50
Inwood and Railway Station	J. M. Courtright	do	1/16	12	9	do	to do	15	00
do do	do	do	1/16	12	3	do	from do	7	50
Iona and Railway Station	E Roche, jun	do	2	12	3	do	(to June 30, 1886)	31	00
do do	W. Fletcher	do	2	12	9	do	from do	93	75
Irena and Rowena	T. S. Carter	Horse or vehicle.	3	3	12	do		80	00
Islington and Railway Station	T. Musson	Optional	½	6	12	do		93	90
Ivy and Thornton	J. Graham	do	4½	6	12	do		150	00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Jackfish Bay and Railway Station	J. G. Ullock	Optional	¼	12	1 month (from March 1, 1887)	2 08
Jaffa and Orwell	W. J. Ostrander	do	3	2	12 months	40 00
Janetville and Pontypool	R. Gillis	Vehicle	29 r. t.	6	12 do	475 00
Jarlsberg and Seguin Falls	H. Frederickson	Optional	6½	1	2 do (to May 31, 1886)	7 50
do do	do	do	9	1	4 do (to Sept 30, 1886)	21 33
do do	M. Johnson	do	9	1	4 do (to Jan. 31, 1887)	21 66
Jarvis and Railway Station	E Lea	Vehicle	⅜	24	12 do	187 80
Jarvis Station and Railway Station	do	Optional	40 rods.	6	12 do	31 30
Jefferson and King Station	G. J. Jefferson	Vehicle	9½	6	12 do	310 00
Jermyn and Lang	A. C. Brown	Horse or vehicle.	4	3	12 do	75 00
Jocelyn and Marksville	C. Young	Optional	12½	1	12 do	90 00
Jockvale and Manotick	J. Fermoyle	Vehicle	5	3	12 do	100 00
Johnson's Mills and Zurich	D. Spencer	Horse or vehicle.	4	2	12 do	49 00
Jones Falls and Morton	T. Kenney	Optional	3	3	12 do	75 00
Jordan and Pelham Union	H. N. Crosby	do	4	2	12 do	60 00
Juddhaven and Port Carling	A. Thomson	do	14	1	Part of seasons 1885-86 & 1886-87	38 00
Jura and Thedford	J. McCordie	Vehicle	7	3	12 months	104 00
Kagawong and Perivale	J. N. Pierce	Optional	13	1	12 do	72 00
Katrine and Mail Catching Post	J. Macwhinney	do	1⅛	6	3 do 26 dys (from Dec. 6, '86)	40 00
Kearney and Emsdale	A. J. O'Neil	Vehicle	5½	3	26 days (to Dec. 31, 1886)	7 77
Kearney and Ravensworth	J. C. Harvey	Optional	7	1	12 months	40 00
Kearney and Sand Lake	J. Hunter	Vehicle	8	1	12 do	45 00
Keene and Railway Station	J. Frost	Optional	1½	12	9 do (to Dec. 31, 1886)	120 00
do do	A Bryce	do	1½	12	3 do from do	40 00
Keith and Tupperville	Holmes & Pake (sureties)	do	1½	2	3 do (to June 30, 1886)	10 50
do do	R. Killins	do	1½	2	9 do from do	33 75
Keldon and Shelburne	W. Brown	do	9½	2	12 do	100 00
Kelso and Christie's Crossing	D. Smith	do	1⅛	6	12 do	40 00
Kemble and Wolseley	J. Hearn	do	4½	1	12 do	40 00
Kemptville and Merrickville	C. W. Putnam	Vehicle	18	6	12 do	550 00
Kemptville and Railway Station	W. Dickinson	Optional	1	18	12 do	272 31
Kemptville and South Gower	H. H. Adams	Vehicle	11	3	9 do (to Dec. 31, 1886)	144 25
do do	A. W. Tomkins	do	11	3	3 do from do	43 25
do do	H. Hughes	Optional	11		Special trip	2 00

Kenilworth and Petherton	M. Enright	do	3	6	12 months				135 00
Kenilworth and Railway Station	R. Gordon	do	½	12	6	do	(to Sept. 30, 1886)		40 00
do do	C. J. Gordon	do	½	12	6	do	from do		40 00
Kenilworth and Wagram	J. Craig	do	5	2	3	do	(to June 30, 1886)		20 00
Kenmore and North Branch	P. A. Harrison	do	4	6	4	do	(from Dec. 1, 1886)		25 00
Kenney and Mitchell Road	J. Kenney	do	2½	2	9	do	(to Dec. 31, 1886)		37 50
do do	do	do	2½	2	3	do	from do		20 00
Kent Bridge and Thorncliffe	G. B. Shaw	Horse or vehicle	3	2	12	do			50 00
Khiva and Shipka	W. Holt, jun.	do	2	2	9	do	(to Dec. 31, 1886)		26 25
do do	do	do	2	2	3	do	from do		9 87
Kilgorie and Whitfield	N. Maw	Vehicle	4½	1	2	do	(to May 31, 1886)		4 16
do do	do	do	4½	2	10	do	from do		41 66
Killaloe and Ruby	J. Rankin	Horse or vehicle	7	2	5	do	(from Nov. 1, 1886)		37 50
Killarney, Little Current and Manitowaning	H. May	do	24 & 25	2 & 1	1	do	5 days (to May 5, '86)		115 00
do do	Riddell & McLaughlin	do	24 & 25	2 & 1	1	do	4 do (to Dec. 31, '86)		288 00
Killyleagh and Thornton	J. Graham	Optional	3	2	12	do			55 00
Kilmanagh and Mono Road Station	H. McTaggart	Horse or vehicle	3	3	12	do			79 00
Kilmarnock and Smith's Falls	G. Halliday	do	8½	2	12	do			105 00
Kilworthy and Railway Station	G. A. Lehmann	Optional	100 ft.	6	8	do	(from Aug. 1, 1886)		10 00
Kilworthy and Sparrow Lake	A. Wiancko	do	4½	2	8	do	do do		40 00
Kimball and Railway Station	J. Kimball	do	1/16	6	12	do			25 00
Kimball and Seckerton	T. Johnston	do	3	2	12	do			60 00
Kimball and Wabuno	T. Capes	Horse or vehicle	3½	6	12	do			150 00
Kincardine and Port Elgin	P. White	Vehicle	24	6	12	do			385 00
Kincardine and Railway Station	J. Harkin	Optional	¼	30	12	do			300 00
Kincardine and Walkerton	J. H. Kaake	Horse or vehicle	28	6	1	do	(to April 30, 1886)		73 33
do do	P. McColl	do	28	6	11	do	from do		530 75
King and Railway Station	T. Harker	On foot	½	6	12	do			50 00
Kingarf and Kinloss	B Moulton	Optional	4	2	10	do	(from June 1, 1886)		50 00
Kingscourt and Railway Station	J. Pelkey	do	¼	3	12	do			39 00
Kingsmill and Mapleton	J. E. Hammond	do	4	6	12	do			170 00
Kingsmill and Railway Station	do	do	40 rods.	12	12	do			60 00
Kingston and Military Camp	G. E. Leatherland	do			Special service				6 00
Kingstou and Newboro'	J. M. Preston	Vehicle	41	6	6 months (to Sept. 30, 1886)				586 50
do do	R. W. Copeland	do	41	6	6	do	from do		547 00
Kingston and Newburgh	H Finkle	do	22	6	3	do	(to June 30, 1886)		112 50
do do	do	do	26	6	9	do	from do		450 00
Kingston and Perth Road	J. Stoness	do	18	6	7	do	3 days (to Nov. 3, '86)		266 26
do do	do	do	18	6	4	do	27 do from do		178 12
Kingston and Kingston Station	W. Wilson	Horse or vehicle	2½	6	11	do	(from May 1, 1886)		28 70
Kingston and Portsmouth	do	do	2½	12	12	do			225 00
Kingston and Street Letter Boxes	B. McConville	Vehicle	6	18	4	do	5 days (to Aug. 5, '86)		84 87
do do	do	do	6	24	7	do	26 do from do		211 31
Kingsville and Oxley	A. Elliott	do	10	3	12	do			120 00
Kingsville and Pelee Island	H F. Lidwell	Optional	20	1	6	do	(see water service)		285 83
Kinkora and Sebringville	F. J. Collins	do	12½	12	6	do	(from Oct. 1, 1886)		80 00
Kinloss and Lucknow	R. Lithco	Stage	10	6	12	do			275 00
Kinlough and Westford	A. W. Haldenby	Vehicle	3½	2	12	do			40 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Kinmount and Minden	H. Workman	Optional	12	6	12 months	180 00
Kinmount and Mount Irwin	F. Peacock	do	7	1	12 do	35 00
Kinmount and Railway Station	J. Wilson	do	¼	12	12 do	40 00
Kippen and Railway Station	R. Mellis	do	⅜	12	12 do	100 16
Kirkwall and Rockton	J. Harper	Horse or vehicle	15 r. t.	6	12 do	150 00
Kirkwall and Valens	do	Optional	3	2	12 do	45 00
Kleinburg and Railway Station	W. T. Simpson	do	1½	12	12 do	150 00
Klocks Mills and Railway Station	J. B. Klock	do	⅛	12	12 do	10 00
Knapdale and Newbury	J. Macdonald	Horse or vehicle.	6	1	12 do	40 00
Kolapore and Ravenna	G. Wilson	Optional	5	2	12 do	52 00
Korah and Sault Ste. Marie	D. Everett	Horse or vehicle.	7	1	5 do 7 days (to Sept. 7, 1886)	21 82
Kossuth and Preston	J. D. Groh	Optional	5½	1	12 do	70 48
Lady Bank and Maxwell	W. T. Paul	Horse or vehicle.	5½	1	12 do	50 00
Lafontaine and Penetanguishene	P. Brasseur	do	10⅓	3	12 do	110 48
Lake Charles and Oxenden	J. Davidson	Optional	5	1	6 do (to Sept. 30, 1886)	17 50
do do	do	do	5	1	6 do from do	20 00
Lakefield and Lakehurst	J. Record	Vehicle	19	3	12 do	260 00
Lakefield and Railway Station	J. Cooper	Optional	¼	12	12 do	93 90
Lake Opinicon and Loughboro'	N. D. Watters	Horse or vehicle.	17	3	3 do (to June 30, 1886)	50 00
Lake Opinicon and Perth Road	O. Clough	do	8	2	9 do from do	102 00
Lake Talon and Railway Station	W. Harris	Optional	¼	6	12 do	40 00
Lambeth and Raper	J. Howlett	do	4	2	12 do	44 00
Lambton Mills and Railway Station	J. Lynn	do	¼	12	9 do (to Dec. 31, 1886)	56 25
do do	do	do	⅓	12	3 do from do	27 00
Lammermoor and Watson's Corners	W. Gibson, jun.	do	7	1	12 do	45 00
Lanark and McDonald's Corners	H. Hawkins	Horse or vehicle.	14	3	3 do (to June 30, 1886)	48 50
do do	J. D. McInnes	do	14	3	9 do from do	145 50
Lanark and Middleville	J. Somerville	do	7	6	12 do	234 00
Lanark and Perth	R. Hogan	Optional	12	6	12 do	64 00
Lancaster and Martintown	J. Baggallay	Horse or vehicle.	12	6	12 do	320 00
Lancaster and South Lancaster	W. Gillespie	do	1	12	12 do	125 00
Lang and Railway Station	G. English	Optional	1	12	12 do	98 00
Langside and Lucknow	J. McDonald	Horse or vehicle.	6½	2	12 do	100 00
Langstaff and Thornhill	J. Langstaff	do	1¼	6	12 do	60 00
Langton and Marston	E. Long	do	5	2	12 do	44 12

Lansdown and Sand Bay	W. H. Fodey	Vehicle	8½	2	12	do	104 00
Lansdown and Tilley	H. Bradley	Optional	3½	1	12	do	30 00
Larkin and Stoco	D. G. Larkin	do	6	1	12	do	50 00
La Salette and Railway Station	J. Gibbons	do	1/16	24	12	do (less fine)	59 00
Latimer and Wolf's Corners	B. S. Wartman	do	1	3	12	do	35 00
Laurel and Railway Station	J. Davis	do	1½	6	12	do	92 32
Lavant and Watson's Corners	A. Browning	Horse or vehicle	13	1	8	do (to Nov. 30, 1886)	40 00
do do	do	do	13	2	4	do from do	33 33
Lavant Station and Ompah	J. Lennox	Vehicle	8	2	12	do	135 00
Lawrence Station and Railway Station	R. R. Cranston	Horse or vehicle	5	6	12	do	239 00
Leaskdale and Sunderland Station	N. Ferran	Optional	13	6	12	do	395 00
Lebanon and Moorefield	J. Sinclair	Horse or vehicle	8	3	12	do	151 00
Leinster and Roblin	T. Brown	do	7	2	12	do	75 00
Leitrim and Railway Station	H. Cowan	Optional	9	3	12	do	198 32
Lemieux and Riceville	A. Chesser	do	6½	1	12	do	38 00
Lemonville and Stouffville	P. Macklem	do	5½	6	12	do	155 00
Leskard and Newcastle	J. M. Jackson	Vehicle	10	6	12	do	350 00
Leskard and New Park	R. Fuller	do	4	2	12	do	52 48
Lethbridge and Railway Station	G. A. Lehman	Optional	100 ft.	6	4	do (to July 31, 1886)	5 00
Lethbridge and Sparrow Lake	A. Wianko	do	4½	2	4	do do	20 00
Letter Kenny and Rockingham	J. Gallagher	Horse or vehicle	6	1	12	do	46 00
Lidcote and Railway Station	S. Duncan	Optional	½	2	12	do	30 00
Lily Lake and Manitowaning	H. McLaughlin	Horse or vehicle	7	1	12	do	70 00
Lily Oak and Williamsford Station	J. Bruce	do	4½	1	12	do	40 00
Lime Bank and Railway Station	F. Hardy	do	3½	3	7	do (from Sept. 1, 1886)	35 00
Lime Lake and Maribank	J. Henderson	do	4	3	9	do (from July 1, 1886)	59 00
Lime Lake and Tamworth	T. Henderson	do	12	3	3	do (to June 30, 1886)	35 00
Linderwood and Presqu'Isle	G. Shaw	Vehicle	5	1	6	do (to Sept. 30, 1886)	12 50
do do	do	do	5	1	6	do from do	20 00
Lindsay and Midland Railway Station	B. Gunigle	On foot	½	36	12	do	320 00
Lindsay and Victoria Railway Station	H. Workman	Optional	¼	6	12	do	70 00
Lindsay and Street Letter Boxes	J. Cooper	do		18	2	do (to June, 30, 1886)	41 67
do do	S. Byrne	do		18	9	do from do	187 50
Lindsay and Sturgeon Point	G. Crandall	Boat or vehicle	12	1 w.	6	do (see water service)	75 00
Linton and Lloydtown	W. Rolling	Optional	3¾	6	12	do	135 00
Lindwood and St. Jacobs	F. A. Baker	do	12	6	12	do	398 00
Lion's Head and Wiarton	L. Hyatt	do	55 r. t.	3	12	do	600 00
Lisbon and Wellesley	P. Glebe	do	2	2	12	do	55 00
Lisburn and Ripley	H. Teskey	Horse or vehicle	2¼	2	12	do	24 00
Lisle and Railway Station	R. Wade	do	⅛	12	12	do	50 00
Listowel and Molesworth	S. Loughred	Optional	11	6	12	do	249 48
Listowell and W. G. & B. Railway Station	C. Hacking	do	¾	12	12	do (less fine)	119 00
Listowel and G. B. & L. E. Railway Station	do	do	½	18	9	do (to Dec. 31, '86, less fine)	100 25
do do do	do	do	½	18	3	do from do	27 50
Little Britain and Railway Station	H. Wills	do	2	12	12	do	125 00
Little Britain and Valentia	R. W. Roach	Vehicle	5½	3	12	do	85 00
Little Current and Sault Ste. Marie	W. H. Plummer	Optional	169	1	Season, 1886-87		1,464 00
Little Current and Sheguindah	H. May	do	8	2	do 1886		90 00
Little Current and Sudbury	W. Gibbons	do	76	2	1 month (to April 30, 1886)		337 50

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Little Current and Sudbury	W. Peters	Optional	76	2	Part of season, 1886-87	975 00
Littlewood and Tempo	W. H. May	Horse or vehicle	3	2	12 months	40 00
Loch Garry, Maxville and Railway Station	A. J. Kennedy	Vehicle	11 & 1/2	6	12 do	494 00
Loch Winnoch and Railway Station	R. Storie	do	1/2	6	12 do	60 00
Londesboro and Railway Station	J. Bell	Optional	8	12	9 do (to Dec. 31, 1886)	94 40
do do	do	do	8	12	3 do from do	38 50
London and London, East	P. Allaster	Vehicle	1	24	12 do	145 00
London and Lucan	D. Anderson	do	16 1/2	6	12 do	450 00
London and Nairn	A. M. Conway	do	2 1/2	3	12 do	300 00
London and Odell	T. Tomlinson	Optional	2 1/2	3	10 do (to Jan. 31, 1887)	41 67
do do	do	do	2 1/2	3	2 do from do	9 17
London and Petersville	T. Barham	Vehicle	1 1/2	12	12 do	90 00
London and Railway Station	Hendrie & Co	Optional	1 1/2	24	12 do	200 00
London and Street Letter Boxes	M. O'Meara	do	1 1/4	12	12 do	78 25
Longford Mills and Railway Station	W. Thomson	do	1 1/4	24	12 do	40 00
Longford Station and Rama	J. McPherson	do	1 1/4	6	12 do	80 00
Long Lake and Mountain Grove	J. Bender	do	7	2	9 do (from July 1, 1886)	63 00
Longtinville, Morewood and South Indian	L. Mahen	do	1	12	1 do 19 dys. (to July 13, '86)	10 06
Lonsdale and Marysville	J. Putnam	Horse or vehicle	4	3	12 do	100 00
L'Orignal and Railway Station	Lee & Seguin	Optional	3	6	3 do (to June 30, 1886)	58 50
do do	do	do	3	6	9 do from do	234 75
Lorimer Lake and McKellar	F. B. Ferris	Vehicle	8	1	12 do	60 00
Lorneville and Railway Station	T. Morison	Optional	1	12	3 do (to June 30, 1886)	15 00
do do	C. Morison	do	1	12	9 do from do	45 00
Lowbanks and Boulton Ditch Crossing	I. Michener	do	1 1/2	6	12 do	80 00
Lowville and Milton	H. McDaid	Horse or vehicle	7	6	12 do	200 00
Lucan and McGillivray	J. Hodgins	Vehicle	3	18	9 do (to Dec. 31, 1886)	280 80
Lucan, McGillivray and Railway Station	do	do	3	18	3 do from do	117 00
Lucan and Railway Station	W. Porte	Optional	1/2	6	12 do	46 95
Lucknow and Railway Station	W. Mellis	do	3 1/2	30	12 do	313 00
Lyn and Railway Station	A. Kendrick	do	1	6	3 do (to June, 30, 1886)	15 60
do do	J Baird	do	1	6	9 do from do	47 00
Lyn and Union Spring	A. Booth	do	3 1/2	2	3 do (to June 30, 1886)	12 50
do do	J. Baird	do	3 1/2	2	5 do (to Nov. 30, 1886)	24 58
Lynch Lake and Sundridge	G. Ambury	do	6	1	12 do	40 00
Lyndhurst and Seeley's Bay	W. D. Witherel	Horse or vehicle.	8	6	12 do	168 00

Lynedoch and Wyecombe	A. Wilson	Optional	3¼	2	12	do		35 00
Lynn Valley and Railway Station	E. Edmonds	do	⅛	12	12	do		25 00
Lynnville and Railway Station	A. L. Wilson	do	2¼	6	6	do	(to Sept. 30, 1886)	45 53
do do	A. A. Stewart	do	2¼	6	6	do	from do	49 50
McCready and Newbury	G. Leach	Horse or vehicle	5	2	12	do		60 00
McGregor and Railway Station	D. Sicklesteel	Optional	⅛	12	9	do	(to Dec. 31, 1886)	37 76
do do	F. A. Reaume	do	⅛	12	3	do	from do	12 32
McIntyre and Flesherton Road	D. C. McFarlane	Vehicle	1¼	6	12	do		70 00
McLean and Mountain Grove	D. C. McLean	do	8	1	3	do	(from Jan. 1, 1887)	13 00
Maberly and Railway Station	J. Morrow	Optional	1	6	12	do		40 00
Mackie's Station and Railway Station	J. Dunlap	do	⅛	12	12	do		25 04
Mackie's Station and Rapides des Joachims	do	Horse or vehicle	8	3	12	do		180 00
Macville and Railway Station	C. McLean	Foot or vehicle	⅛	6	12	do		55 00
Madoc and Marmora	N. McWilliams	Vehicle	14	6	4	do	(to July 31, 1886)	160 00
Madoc and Midland Railway Station	S. Barnum	do	½	12	12	do		62 60
Madoc and Central Ontario Railway Station	R. Allt	do	7	12	8	do	(from Aug 1, 1886)	208 00
Madoc and Rimington	S. C. Ranson	do	15½	6	12	do		416 00
Magnetawan and Nipissing	C. Thedorf	Optional	34	3	12	do		780 00
Magnetawan and Pearceley	T. G. Pearce	do	7	1	8	do	5 days (to Dec. 5, 1886)	35 32
Magnetawan and Rosseau	A. Best	Vehicle	34	3	10	do	(to Jan. 31, 1887)	500 00
Magnetawan and Seguin Falls	do	do	21	3	2	do	from do	48 00
Maidstone and Railway Station	T. Moran	do	¼	12	12	do		125 20
Malakoff and North Gower	A. Johnston	Optional	4	3	12	do		65 00
Mallorytown and Rockfield	J. Nunn, jun	Horse or vehicle	5	2	9	do	(to Dec. 31, 1886)	46 80
do do	J. Herbison	do	5	2	3	do	from do	20 00
Mallorytown and Rockport	J. Dickey	do	12½	3	12	do		173 00
Malone and Marmora	G. Richardson	do	13	2	4	do	(to July 31, 1886)	35 00
Malone and Railway Station	do	Optional	½	3	8	do	from do	26 00
Malta and Severn Bridge	T. Whyte	do	4	2	12	do		50 00
Malton and Sand Hill	S. Scales	Vehicle	12	6	12	do		321 00
Malvern and Scarboro' Junction	J. Gibson	Horse or vehicle	22 r. t.	6	12	do		320 00
Manchester and Railway Station	J. Amsbary	do	1¼	12	12	do		108 00
Mandamin and Vyner	T. Carrick	Optional	5	3	12	do		132 00
Manilla and Railway Station	H. Harper	do	2	12	12	do		250 00
Manitowaning and Providence Bay	H. McLaughlin	do	34	2	12	do		379 00
Manotick and Railway Station	W. Hicks	do	3½	6	12	do		122 07
Mansewood and Railway Station	A. Wooding	do	⅛	6	12	do		50 00
Manvers Station and Railway Station	W. H. Johnston	do	¼	6	12	do		39 11
Maple and Purpleville	J. Rupert	do	14 r. t.	6	12	do		219 00
Maple and Railway Station	J. Hood	On foot	½	12	12	do		96 00
Maple Island and Whitestone	G. Montgomery, sen	Optional	5	1	12	do		30 00
Maple Lake and Minden	J. Melville	Horse or vehicle	18	1	9	do	(to Dec. 31, 1886)	60 00
do do	J. H. Billing	do	18	1	3	do	from do	20 00
Maple Lodge and Railway Station	G. Windsor	Optional	1¼	3	6	do	(from Oct. 1, 1886	27 50
Mar and Red Bay	J. McFarlane	Vehicle	7	2	12	do		77 00
Markdale and Railway Station	W. A. Brown	Optional	⅛	24	9	do	(to Dec. 31, 1886)	75 00
do do	A. Turner	do	⅛	24	3	do	from do	22 25
Markdale and Traverston	E. Darcey	do	8	3	12	do		119 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Markham and Railway Station	F. G. Percy	Horse or vehicle	¾	24	12 months	156 50
Marksville and Tenby Bay	B P. Fuller, jun...	Optional	13	1	8 do (from Aug. 1, 1886)	43 33
Marlbank and Tamworth	W Burley	Horse or vehicle	7	3	3 do (to June 30, 1886)	23 40
do do	do	do	8	6	9 do from do	146 25
Marmora and Railway Station	N. McWilliams	Vehicle	2½	12	8 do (from Aug. 1, 1886)	83 33
Marmora and Stirling	do	do	16	6	12 do	400 00
Marmora and Wariston	D. H. Vansickle	do	7	1	6 do (to Sept. 30, 1886)	25 00
do do	J. A. Allen	do	9	1	5 do (from Nov. 1, 1886)	20 83
Marshville and Railway Station	W. McOuet	Optional	3½	6	12 do	130 00
Mattawa and Railway Station	E J. Smith	do	1	18	12 do	200 00
Maxville and Railway Station	D. A McArthur	do	¼	18	12 do	75 00
Maxville and Riceville	V. Leger	Vehicle	15	6	6 do (from Oct. 1, 1886)	156 50
Maxville and St. Isidore de Prescott	S Vezina.	Horse or vehicle	7	6	6 do (to Sept. 30, 1886)	100 00
Maxwell and Wareham	J. M Burk	Optional	5	2	12 do	75 00
Maynooth and Ormsby	W. H. Jarman	do	31	3	4 do (to July 31, 1886)	230 00
do do	do	do	31	6	8 do from do	666 66
Meadowvale and Railway Station	C. W. Switzer	do	⅛	12	12 do	118 94
Meaford and Owen Sound	J. F. Leavens.	Horse or vehicle.	20	6	12 do	150 00
Meaford and Railway Station	S. Paul	Optional.	½	24	12 do	100 00
Meaford and Walter's Falls	J. H. Deleree.	Horse or vehicle.	22 r. t.	2	12 do	200 00
Mecunoma and South River	E. W. Holditch	do	15	3	2 do (to Feb. 28, 1887)	49 83
Mecunoma and Uplands	W. Adams	Optional.	22 r. t.	1	10 do (to Jan. 31, 1887)	76 66
Mecunoma and Wattenwyl	A. Egger	do	3	2	2 do from do	6 66
Melancthon and Railway Station	J. Brown	do	⅛	6	12 do	68 64
Melville Cross and Railway Station	H. Scott	do	⅛	6	12 do	30 00
Merivale and Ottawa	A. S. Hopper	do	8	3	9 do (to Dec. 31, 1886)	90 00
do do	J. A. Hopper.	do	8	3	3 do from do	30 00
Merrickville and Irish Creek Railway Station	D. Crozier	Horse or vehicle.	9	6	12 do	300 00
Merritt and Varney	J. G. Wilson	do	5	2	12 do	75 00
Michipicoten River and Michipicoten Island	W. Spencer.	Optional	55	1 per mo.	3 do (from Jan. 1, 1887)	90 00
Middlemiss and Wendigo	J. Greaves	Horse or vehicle.	4	6	12 do	123 00
Midland and Penetanguishene Station.	J. Smith	Vehicle	5	6	12 do	119 48
Midland and Railway Station	T. B. Gladstone	On foot	¼	24	12 do	120 00
Mildmay and Railway Station	G. Herringer	Optional.	¼	12	12 do	80 00
Milford and Picton	D. Wellbanks.	Horse or vehicle.	10	6	12 do	174 00
Milford and Point Traverse	G. Ferguson	do	10½	2	12 do	75 00

Millbank and Stratford	W. Strachan			12	Special trip				5 00
Millbank Station and Morningdale Mills	do	Optional.	5	12	12 months				275 00
Millbridge and Railway Station	R. M. Norman	do	1/2	6	8	do	(from Aug. 1, 1886)		40 00
Millbrook and Street Letter Box	W. Williams	do	3/4	6	12	do			50 00
Millbrook and Mount Pleasant	J. Armstrong	do	8	6	12	do			263 00
Millbrook and Railway Station	G. & H. Campbell (Executors)		3/4	30	9	do	(to Dec. 31, 1886)		210 93
do do	W. Vance	Foot or vehicle	3/4	30	3	do	from do		69 30
Mille Roches Station and Moulinette	W. M. Tait	do		12	3	do	(to June 30, 1886)		30 00
do do	S. Forsyth	Optional	1	12	9	do	from do		90 00
Millington and Uptergrove Station	A. P. McDonald	do	1	12	9	do	(to Dec. 31, 1886)		74 00
Milton and C. V. Railway Station	J. McIntosh	Vehicle	3	3	12	do			60 00
do do	do	Foot or vehicle	1/4	12	9	do	(to Dec. 31, 1886)		60 00
Milton and N. & N.-W. Railway Station	do	do	1/2	12	3	do	from do		17 50
Milverton and Railway Station	do	do	1/2	18	12	do			60 00
Milverton Station and Topping	W. H. Dorland	Optional	1	12	12	do			124 80
Mimosa and Orton	E. Taylor	Horse or vehicle	6	6	12	do			225 00
Mindemoya and Tehkummah	I. Cawthra	Optional	4	3	12	do			55 00
Minesing and Railway Station	S. Sloan	do	27	1	12	do			149 00
Minesing and Russellton	B. Tracey	do	2	6	12	do			120 00
Mitchell and Railway Station	J. Campbell	do	6	3	12	do			120 00
Mitchell and Russeldale	W. W. Hicks	Horse or vehicle	3/4	24	12	do			100 16
Mitchell's Bay and Oungah	J. Cole	do	8	6	11	do	(from May 1, 1886)		151 25
Moira and Plainfield	A. P. Aikins	Optional	8 1/2	2	12	do			120 00
do do	M. H. Dean	Horse or vehicle	8	3	6	do	(to Sept. 30, 1886)		47 50
Moltke and Neustadt	do	do	8	3	6	do	from do		62 50
Monaghmore and Roslin	R. Lang	Optional	3	3	12	do			60 00
Mono Centre and Orangeville	J. Thompson	do	6 1/2	1	12	do			30 00
Mono Mills and Mono Road Station	T. Sanderson	Horse or vehicle	21 1/4 r. t.	6	12	do			488 48
Mono Road Station and Railway Station	T. Bird	Vehicle	9	6	12	do			343 00
Montrose and Port Robinson	J. Judge	Optional	1/16	6	12	do			4 00
Moore and Railway Station	A. Welstead	do	5	3	12	do			104 00
Moorefield and Railway Station	J. Morrison	do	1/16	12	5	do	28 dys (from Oct. 4, '86)		24 59
Moose Creek and Moulinette	R. Kirkby	do	1/4	12	12	do			60 00
Morewood and Railway Station	D. Stark	do	20	6	12	do			493 00
Morpeth and Thamesville	J. Cochrin	do	18	6	12	do			398 00
Morrisburg and Waddington, U.S	R. S. Walters	Vehicle	15	6	12	do			249 00
Morrisburg and West Winchester	W. J. Murphy & Co	Optional	3	6	12	do			50 00
Mosborough and Railway Station	S. Coons	Vehicle	17	6	12	do			313 00
Motherwell and St. Marys	J. I. Hobson	Optional	1/8	12	12	do			60 00
Mountain Grove and Parham	W. Roger	Horse or vehicle	10	2	12	do			120 00
Mountain Grove and Railway Station	H. Smerbick	do	11 1/2	2	3	do	(to June 30, 1886)		30 00
Mount Albert and Railway Station	A. McDonald	On foot	100 yds.	12	9	do	from do		15 00
do do	P. Reynolds	Optional	1/2	12	9	do	(to Dec. 31, 1886)		55 50
Mount Albion and Rymal Station	J. Roseman	do	1/2	12	3	do	from do		18 50
Mount Forest and Railway Stations	H. H. Davis	do	2 1/2	3	12	do			93 00
Mount Sherwood and Ottawa	I. Coyne	Vehicle	1	12 & 24	12	do			187 80
do do	A. Ardley	do	1 1/2	6	9	do	25 dys. (to Jan. 25, '86)		163 89
Mull and Railway Station	do	do	3	6	2	do	6 do from do		51 45
	N. Watson	Optional	1/16	6	12	do			1 00

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Muncey and Railway Station	A. McGregor	Optional	15 rods.	12	12 months	35 00
Murilla Station and Railway Station	J. McLean	do	½	6	12 do	100 00
Murray and Railway Station	C. N. Sherriff	do	1	12	12 do	106 42
Murvale Station and Railton	J. O'Reilly	Horse or vehicle	4½	6	12 do	120 00
Muskoka Mills and Penetanguishene	A. H. Campbell	Optional	20	1	12 do	200 00
Musselburg and Poole	W. Burgmann	Horse or vehicle	¾	3	12 do	25 00
Myrtle and Railway Station	W. R. Derby	Optional	¼	12	12 do	60 00
Nantye and Mail Catching Post	S. Spillett	do	¼	6	6 do (to Sept. 30, 1886)	10 00
do do	do	do	¼	6	6 do from do	20 00
Napanee and Switzerville	P. E. R. Miller	Horse or vehicle	6	3	12 do	90 00
Naphan and Plainfield	J. D. Naphan	Optional	13	1	12 do	49 12
Napier and Strathroy	J. Shanahan	do	11	6	12 do	347 00
Neebing and Railway Station	A. McLaren	Vehicle	⅒	12	6 do (to Sept. 30, 1886)	60 00
Neustadt and Railway Station	G. Vogt	Optional	⅒	12	3 do (to June 30, 1886)	17 50
do do	T. P. Siegmann	do	⅒	12	9 do from do	75 00
Newboro' and Smith's Falls	J. W. Preston	do	24	6	12 do	573 00
Newbury and Wardsville	D. W. Frickelton	Vehicle	3	12	6 do (to Sept. 30, 1886)	90 00
do do	J. Wilson	do	3	12	6 do from do	74 50
Newcastle and Orono	J. M. Jackson	Optional	5	6	12 do	150 00
New Dublin and Railway Station	J. A Brown	Vehicle	3½	3	3 do (to June 30, 1886)	16 25
do do	Barry & Horton (sureties).	do	3½	3	9 do from do	48 75
New Edinburgh and Ottawa	J. W. Proctor	do	1¼	18	12 do	160 00
Newholm and Port Sydney	D. Ferguson	do	6	1	12 do	35 00
New Lowell and Railway Station	R. Paton	do	⅛	12	12 do	24 00
Newmarket and Pine Orchard	C. Ganton	do	4½	3	12 do	100 00
Newmarket and Railway Station	J. Bogart	Horse or vehicle	⅛	24	12 do	119 00
Newmarket and Sutton West	C. Newburn	Vehicle	22	6	12 do	892 00
New Sarum and Railway Station	G. W. Cloes	Horse or vehicle	⅝	12	12 do	156 50
Newton and Tralee	A. Harvey	do	10	3	9 do (to Dec. 31, 1886)	104 00
do do	B. Donegan	do	10	3	3 do from do	36 02
Niagara and Niagara Falls	W. J. Sheppard	Vehicle	15	6	12 do	525 00
Niagara and Railway Station	R. Warren	Horse or vehicle	¼	12	12 do	60 00
do do	do	do	¼	6	Season, 1886	10 00
Niagara and St. Catharines	J. Bishop	do	12	6	12 months	450 00

Niagara Falls and Railway Station	W. W. Woodruff...	Optional	1	12	12 do		52 00
do do	do ...	do	1	6	Season, 1886		8 67
Niagara Falls and Suspension Bridge, U.S.	do ...	do	1/2	6	12 months		84 00
Nipissing and Powassan	J. Clark	do	8	2	9 do (to Dec. 31, 1886)		92 25
do do	W. Gibson	do	12	3	3 do 26 dys.(from Dec. 6, '86)		80 16
Nipissing Junction and Nipissing	J. White	do	18	3	Part of season, 1886-87		34 50
do do	M. H. Ritchie	do	18	3	Balance of season, 1886-87		32 90
Nipissing Junction and C. P. Railway Station	do	Vehicle	1 1/2	6	12 months		100 00
Nipissing Junction and N. & P. J. Railway Station	do	do	1/16	6	3 do 26 dys.(from Dec. 6, '86)		8 00
Nithburg and Shakespeare	H. Kumpf	Horse or vehicle.	8	3	9 do (to Dec. 31, 1886)		146 25
do do	do	do	8	3	3 do from do		64 35
Nixon and Railway Station	J. Banister	Optional	300 yds.	12	12 do		50 08
Nober and Railway Station	J. Lemon	do	100 yds.	12	12 do		25 00
Normandale and Vittoria	S. Ottley	Vehicle	4	3	12 do		68 00
North Augusta and Railway Station	S. J. Whaley	Optional	4 1/2	6	6 do (to Sept. 30, 1886)		70 00
do do	do	do	4 1/2	6	6 do from do		100 00
North Bay and C. P. Railway Station	W. McDonald	do	1/8	12	3 do (to June 30, 1886)		15 00
do do	do	do	1/8	24	9 do from do		75 00
North Bay and N. & P. J. Railway Station	do	do	8	3	3 do 26 dys.(from Dec. 6, '86)		16 03
North Bay and Steamer	Muskoka & Nipissing Nav. Co.	On foot	1/4	3	Season, 1886		21 00
North Branch and Russell	F. Henry	Optional	4	6	8 months (to Nov. 31, 1886)		60 00
North Bruce and Queen Hill	D. McKinnon	do	2 3/4	3	12 do		80 00
North Buxton and Railway Station	A. McPhee	do	1/8	12	9 do (to Dec. 31, 1886)		22 50
do do	G. B. Shreve	do	8	12	3 do from do		10 00
Northcote and Renfrew	A. Frood	Vehicle	9	2	9 do (to Dec. 31, 1886)		74 25
do do	do	do	23 r. t.	2	3 do from do		31 00
North Gower and Osgoode Station	J. Wright	Horse or vehicle.	8	6	12 do		256 00
North Keppel and Owen Sound	A. David	Foot or vehicle.	21	3	3 do (to June 30, 1886)		75 00
do do	J. J. Barnes	do	21	3	9 do from do		255 00
North Valley and Osnabruck Centre	J. Dunbar	Optional	4	3	3 do (to June 30, 1886)		12 50
do do	W. N. Dunbar	do	4	3	9 do from do		45 00
North Williamsburg and Strader's Hill	W. C. Strader	do	5	1	12 do		26 00
Norwich and Railway Station	G. Chiswell	do	1/3	24	6 do (to Sept. 30, 1886)		68 50
do do	J. Whealey	do	3/4	24	6 do from do		42 50
Norwood and Railway Stations	E. Gould	do	6 & 1/2	12 & 20	12 do		356 45
Norwood and Round Rake	H. Gerow	Horse or vehicle.	15	1	12 do		80 00
Nosbonsing and Railway Station	M. Cahill	Optional	1	6	12 do		80 00
Nottawa and Railway Station	W. Edwards	Vehicle	3/4	12	12 do		90 00
Novar and Railway Station	R. W. Nichols	Optional	1/4	6	3 do 26 dys.(from Dec. 6, '86)		12 50
Novar and Swindon	J. Large	do	5	2	3 do do do		16 67
Oakland and Windham Centre, &c	J. Aspden	Horse or vehicle.	13	6 & 12	12 do		420 00
Oak Leaf and Soperton	C. W. Murphy	do	2 1/2	2	11 do (from May 1, 1886)		45 83
Oakville and Trafalgar	E. Hillmer	Optional	4	6	12 do		225 00
Oakwood and Railway Station	W. H. McLaughlin	do	1 1/2	12	12 do		93 60
Odessa and Railway Station	A. A. Babcock	do	5	12	12 do		250 00
Odessa and Violet	D. Shea	do	6	6	12 do		116 00
Odessa and Wilton	A. Babcock	do	4	6	3 do (to June 30, 1886)		50 00

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Obsweken and Tuscarora	J. McKelvey	Vehicle	3½	3	3 months (to June 30, 1886)	28 75
do do	J. Porter	do	3½	3	9 do from do	75 00
Oil City and Wheeler	J. Gallaway	Optional	6½	2	12 do	75 00
Oil City, Railway Station and Oil Springs	J. W. Cates	do	2¾	12	12 do	270 00
Oldcastle and Railway Station	M. McCarthy	Horse or vehicle.	4	3	12 do	140 00
Olinda and Ruthven	J. Hill	do	2½	6	12 do	60 00
Oliver and Thorndale	J G. McLeod	Optional	6	2	12 do	100 00
Oliver's Ferry and Railway Station	D. McTavish	Horse or vehicle.	5½	6	3 do 13 dys. (to Nov. 30, '86)	80 72
do do	W. McCue	do	5½	6	4 do from do	80 00
Olivet and Rothsay	J. Tremain	do	4	2	7 do (from Sept. 1, 1886)	35 00
Omemee and Railway Station	R. Grandy	do	1½	24	12 do	250 00
Ompah Station and Railway Station	A. Wright	do	20 yds.	3	4 do (from Dec. 1, 1886)	4 00
Oneida and Railway Station	J. A. Munny	do	1¼	6	3 do (to June 30, 1886)	24 96
do do	do	do	1¼	6	9 do from do	93 75
Onondago and Railway Station	L. Buckwell	do	¼	6	12 do	109 55
Orangeville and C. V. Railway Station	R. Mann	do	½	18	9 do (to Dec. 31, 1886)	87 75
Orangeville and T. G. & B Railway Station	do	do	¾	24	9 do do	86 58
Orangeville and Railway Station	do	do	¼	42	3 do from do	56 59
Orangeville and Vanatter	J. C. Reid	do	5	2	9 do (to Dec. 31, 1886)	66 00
do do	M. J. Glover	do	5	2	3 do from do	22 00
Oranmore and Spence	H. Nelson	do	5	2	12 do	70 00
Orillia—Midland Railway and N. & N. W. Railway	S. McElroy	do		6	12 do	25 00
Orillia and Grand Trunk Railway Station	W. Jackson	do	½	24	12 do	98 58
Orillia and Northern Railway Station	J. Harvie	do	½	24	12 do	176 00
Orillia and Sebright	J. Dunn	do	16	6	12 do	330 00
Orleans and Ottawa	H. Dupuis	do	12¾	6	5 do (to Aug. 31, 1886)	116 67
do do	do	do	12¾	6	3 do (to Nov. 30, 1886)	56 28
do do	do	do	12¾	6	4 do from do	93 33
Ormsby and Railway Station	G. Jarman	On foot	1/16	12	8 do (from Aug. 1, 1886)	33 33
Ormsby and Thanet	J. Christie	Optional	5	1	2 do (to Sept. 30, 1886)	5 00
do do	W. McKillican	do	5	2	6 do from do	40 00
Oro Station and Railway Station	A Douglas	do	¼	6	12 do	55 00
Orton and Railway Station	W. Mooney	do	¼	12	12 do	50 00
Orwell and Railway Station	F. Sutherland	do	½	12	12 do	120 00
Osceola and Stafford	R. B. Childerhose	do	8	2	1 do (to April 30, 1886)	6 25
do do	D. Childerhose	do	8	3	11 do from do	128 33

Osgoode Station and Russell	J. Drew	Vehicle	21½	6	12	do		500 00
Osgoode Station and West Winchester	J. McKercher	do	22	6	12	do		360 00
Oshawa and Raglan	W. H. Thomas	do	9	6	12	do		344 00
Ossian and Sarnia	F. B. Rudd	do	15½	3	12	do		45 00
Oso Station and Zealand	W. Armstrong	Optional	3½	2	12	do		
Ottawa Division						Special trips; snow blockade on railway		91 50
								469 60
Ottawa and Post Office Department	E. Batterton	Vehicle	⅛	18	12 months			733 80
Ottawa and C. A. and C. P. Railway Stations	B. D'Arpentigny	do	1	18	12	do		2,878 20
Ottawa and Railway Stations	F. McKenna	do	1	As req.	12	do		725 00
Ottawa and Richmond	H. Rielly	Stage	20	6	12	do		96 59
Otterville and Railway Station	P. Mitchell	Vehicle	½	12	12	do		400 00
Oungah and Wallaceburg	J. B. McDonell	do	11	6	12	do		60 00
Overton and Roblin	W. Paul	Horse or vehicle	3½	2	12	do		250 00
Owen Sound and Railway Station	W. M. Matthew	Optional	1	24	12	do		195 00
Owen Sound and Street Letter Boxes	E. Miller	do	2	18	12	do		548 00
Owen Sound and Tara	J. Morden	Vehicle	20½	6	12	do		120 00
Oxenden and Wiarton	J. Crandon	Horse or vehicle	3	6	12	do		14 04
Oxford Station and Railway Station	G. L. Cook	Optional	⅐	3	6	do	(to Sept. 30, 1886)	16 00
do do	do	do	⅐	3	6	do	from do	
								115 00
Paisley and Railway Station	R. Cruickshank	do	½	24	12	do		390 00
Paisley and Vesta	do	do	16¼	6	12	do		279 00
Pakenham and Panmure	G. McClinton	Horse or vehicle	20	6	12	do		178 00
Pakenham and Railway Station	R. Clark	Optional	¼	25	12	do		50 00
Palmer Rapids and Rockingham	W. Mahon	do	8	1	12	do		45 00
Palmer Rapids and Wingle	J. Wingle	do	6	1	12	do		170 00
Palmerston and Railway Station	T. W. Johnston	do	⅛	36	12	do		338 04
Paris and Railway Station	C. L. Newell	Vehicle	1	30	12	do		90 00
Parkdale and Railway Station	W. Gray	Optional	⅛	24	12	do		40 00
Park Head and Railway Station	F. Pattison	do	⅛	6	12	do		75 00
Parkhill and Railway Station	F. Donley	do	⅛	6	12	do		350 00
Parkhill and Strathroy	do	do	18	3	12	do		600 00
Parry Sound and Rosseau	J. T. Harvie	do	25	6	12	do		25 00
Patillo and Railway Station	D. Coutts	Vehicle	⅕	6	12	do		20 84
Pearceley and Sundridge	T. G. Pearce	Optional	8	1	3	do	26 dys (from Dec. 6,'86)	43 75
Pelee Island, South, and Pelee Island	J. Ferguson	Horse or vehicle	11	1	7	do	(from Sept. 1, 1886)	75 00
Pembroke and Railway Station	M. Belaire	Vehicle	¼	19	3	do	(to June 30, 1886)	300 00
do do	do	do	¼	24	9	do	from do	100 00
Pendleton and Railway Station	J. Chabot	Optional	17	6	3	do	(to June 30, 1886)	375 00
do do	H. Roy	do	17	6	9	do	from do	74 00
Penetanguishene and Railway Station	J. Smith	do	¼	12	12	do		120 00
Peninsula Harbor and Railway Station	H. Wilson	do	⅛	6	12	do		172 20
Penville and Tottenham	J. Dobson	do	15 r. t.	6	12	do		21 00
Perch Station and Railway Station	T. Irwin	do		2	9	do	(to Dec. 31, 1886)	12 50
do do	do	do		2	3	do	from do	285 00
Perm and Rosemont	J. J Morrow	Horse or vehicle	7½	6	12	do		397 06
Perth and Railway Station	J. Allan	Vehicle	⅛	36	12	do	(and arrears; less fine)	29 00
Perth and Stanleyville	M. Stanley	Horse or vehicle	9½	1	6	do	(to Sept. 30, 1886)	

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Perth and Stanleyville	M. Stanley	Horse or vehicle	9½	2	6 months (from Oct. 1, 1886)	58 00
do do	P. McParland	do	9½	2	3 do (from Jan. 1, 1887)	21 00
Perth and Tennyson	W. Devlin	do	10	1	12 do	78 00
Perth and Westport	A. Hoben	Vehicle	23¼	2	3 do (to June 30, 1886)	51 25
do do	A. P. Palmer	do	23	2	9 do from do	131 25
Petawawa and Railway Station	S. Devine	Optional	1½	3	12 do	80 00
Peterboro' and Railway Stations	J. Buller	Vehicle	¼ & ½	60 & 31	12 do	593 37
Peterboro' and Warsaw	P. Kennedy	Horse or vehicle	16	6	12 do	276 00
Petersburg and Roseville	G. Nadiger	do	12	6	3 do (to June 30, 1886)	91 25
do do	F. Kranel	do	12	6	9 do from do	298 50
Petersburg and St. Agatha	J. Raiser	do	2	6	12 do	125 00
Petrolea and Railway Station	P. Barclay	Optional	¼	24	12 do	100 00
Petrolea and Wilsoncroft	J. L. Wilson	do	4½	2	12 do	75 00
Phelpston and Vigo	D. Gallagher	Horse or vehicle	4¼	3	9 do (to Dec 31, 1886)	60 00
do do	do	do	5	3	3 do from do	25 00
Picton and Railway Station	McCaw & Williams	Optional	¾	18	12 do	204 00
Picton and Solmesville	H. Goodwin	Vehicle	17	6	12 do	349 00
Picton and West Lake	J. Hicks	Horse or vehicle	8	3	12 do	94 48
Pike Creek and Tecumseh	G. Bedell	Optional	2	3	12 do	60 00
Pinedale and Wick	H. Ferguson	do	4	2	9 do (to Dec. 31, 1886)	48 75
do do	D. Ferguson	do	4	2	3 do from do	16 25
Pine Grove and Woodbridge	R. S. Haslan	do	1¼	6	12 do	50 00
Pinkerton and Railway Station	J. Pinkerton	Horse or vehicle	2	6	12 do	120 00
Playfair and Perth	W. G. Cameron	do	14	6	1 do (from Mar. 1, 1887)	30 05
Point Alexander and Railway Station	J. Mireau	Optional	6	3	12 do	100 00
Pointe aux Pins and Sault Ste. Marie	H. Wood	Horse or vehicle	9	1	12 do	55 00
Point Edward and Sarnia	T. Symington	Vehicle	2	6	12 do	156 50
Pomona and Priceville	D. Black	Horse or vehicle	5	2	12 do	70 00
Pond Mills and Railway Station	J. Gilmour	Optional	3	3	3 do (from Jan. 1, 1887)	18 75
Pond Mills and Wilton Grove	do	do	3	3	9 do (to Dec. 31, 1886)	33 75
Pontypool and Railway Station	T. H. Williamson	do	1/16	12	12 do	80 00
Poplar Grove and Rydal Bank	W. R. Smyth	do	13	1	12 do	104 00
Port Arthur and Rabbit Mountain	O. Hopkins	Vehicle	25	1	1 do (to April 30, 1886)	16 66
Port Arthur and Railway Station	F. S. Wiley	Optional	¾	12	3 do (to June 30, 1886)	78 00
do do	do	do	¾	12	9 do from do	187 50
Port Arthur and Silver Mountain	O. Hopkins	Vehicle	42	1	11 do (from May 1, 1886)	320 83

Port Burwell and Port Rowan	H. Aker	do	10	2	Season, 1886-87		25 00
Port Cockburn and Trout Lake	H. Fraser	Optional	4	24 & 12	12 months		148 96
Port Colborne and Railway Station	W. Lewis	do	½	6	12 do		46 95
Port Credit and Railway Station	J. Hamilton	do	½	24	12 do		120 00
Port Dalhousie and Railway Station	F. W. Smith	do	½	6 & 12	12 do		100 83
Port Dover and Railway Station	B. Evans	On foot	½ & ½	3	9 do	(to Dec. 31, 1886)	52 50
Port Dover and Victor	W. R. Reid	Horse or vehicle	3½	3	3 do	from do	18 75
do do	do	do	4½	18	12 do		96 00
Port Elgin and Railway Station	J. Bowes	Optional	¼	6	12 do		372 00
Port Elgin and Tara	T. Johnston	do	16	2	Season, 1886		45 75
Port Finlay and Richard's Landing	M. McLennan	do	2	3	12 months		125 00
Port Franks and Thedford	A. Kimmerley	do	6	36	12 do		200 00
Port Hope and Railway Station	C. R. Adamson	Vehicle	¾	12	12 do		200 00
Port Hope and Street Letter Boxes	J. Caldwell	Optional	4½	12	5 do	28 dys. (from Oct. 4, '86)	24 59
Port Lambton and Railway Station	W. H. McDonald	do	⅛	3	12 do		70 00
Port Maitland and Stromness	H. Siddall	do	2	18	12 do		74 00
Port Perry and Railway Station	W. M Jamieson	Vehicle	¼	2	3 do	(to June 30, 1886)	19 75
Port Perry and Scugog	E. Wallace	do	7	2	9 do	from do	75 00
do do	J. Burke	do	7	2	12 do		60 00
Port Perry and Shirley	T. Espin	Horse or vehicle	5½	6	12 do		380 00
Port Perry and Uxbridge	J. Twohy	Vehicle	12	24	12 do		150 00
Port Robinson and Railway Station	B. Buckner	On foot	¼	2	3 do	(to June 30, 1886)	16 25
Port Rowan and Rowan Mills	S. Bressau	Optional	5½	2	9 do	from do	48 00
do do	do	do	5½	6	12 do		390 00
Port Rowan and Simcoe	L. W. Fick	Vehicle	21	6	12 do		139 00
Port Ryerse and Simcoe	P. McCoy	do	6	3	12 do		156 00
Port Severn and Waubashene	J. Hanly	Optional	5	24	12 do		160 00
Port Stanley and Railway Station	M. Payne	do	⅛	6	Balance of season, 1885-86		69 00
Port Sydney and Utterson	H. G. Ladell	do	3	6	3 do	26 dys. (from Dec. 6, '86)	50 17
do do	do	do	2½	6	4 do	(from Dec. 1, 1886)	15 00
Powassan Station and Railway Station	J. G. Duncan	do	¼	As req.	Special service		12 00
Prescott and Military Camp	W. Nunn	do	1	18	12 do		578 24
Prescott and Ogdensburg, U.S	C. Plumb	Ferry or vehicle	2	.....	Special trips		8 00
do do	J. Dowsley	Optional	2	18	12 months		140 85
Prescott and Railway Station	E Leslie	Vehicle		2	12 do		133 00
Prescott and Throoptown	W. J. Reynolds	do	16½				
Prescott—St. L. & O. Railway Station and G. T. Railway Station	E. Leslie	do	1	6	12 do		156 50
Preston and Strasburg	J. Langton	Horse or vehicle	7	6	12 do		312 00
Preston and Waterloo	C. Kress	do	10	12	12 do		600 00
Primrose and Whitfield	P. Henry	do	4½	6	12 do		156 00
Prince Albert and Railway Station	P. Hurd	Optional	⅛	12	12 do		80 00
Proton Station and Railway Station	F. Freeman	do	⅛	6	9 do	(to Jan. 31, 1887)	18 74
do do	do	do	⅛	6	2 do	from do	8 33
Purbrook and Uffington	J. Crockford	do	⅛	2	12 do		50 00
Purple Grove and Ripley	J. N. Logan	do	6	1	12 do		45 00
Puslinch and Railway Station	H. Leslie	do	5	12	9 do	(to Dec. 31, 1886)	30 00
do do	do	do	⅛	12	3 do	from do	8 75

Report No. 2, A—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Quinn and Tilbury Centre	T. Grieve	Optional	5	2	11 months (to Feb. 28, 1887)	68 75
do do	W. L. Clark	do	5	3	1 do from do	9 37
Ratho and Railway Station	G. Steedsman	On foot	1/8	6	12 do	52 00
Ravenshoe and Railway Station	R. Hancock	Vehicle	4	6	12 do	150 00
Reaboro' and Railway Station	J. Holbert	do	1/4	12	12 do	70 00
Read and Shannonville	P. McKenny	Horse or vehicle	10	6	12 do	225 00
Red Rock and Railway Station	N. Flanagan	Optional	1/2	6	12 do	78 25
Red Rock and Vert Island	do	do	12	2 & 1	7 do 6 dys. (to Nov. 6, '86)	107 50
Renfrew and Railway Stations	J Smith	do	1/4	24 & 12	12 do	273 81
Renton and Railway Station	W. Renton	do	1/2	12	12 do	78 00
Renton and Tyrrell	W. Blanchard	do	2 1/2	3	12 do	52 00
Renton Station and Railway Station	T. Wilkinson	On foot	1/2	6	9 do (to Dec. 31, 1886)	35 40
Riceville and Vankleek Hill	T Rowe	Horse or vehicle	18 1/2	6	6 do (to Sept. 30, 1886)	198 50
Richard's Landing and Sea Gull	W. Young	do	6	1	12 do	55 00
Richmond Hill and Railway Station	W. R. Proctor	do	3 3/4	12	12 do	237 88
Richmond Hill and Toronto	J. Palmer	Optional	16	6	12 do	1 00
Richwood and Railway Station	W. Taylor	do	1/2	6	12 do	78 25
Ridgetown and Railway Station	L. S. Hancock	Vehicle	1	18	12 do	150 24
Ridgeway and Railway Station	R. Disher	On foot	1/4	12	12 do	100 00
Ridgeway and Stone Quarry	A. House	Vehicle	3 1/2	2	10 do (from June 1, 1886)	50 00
Ridgeway and Welland	L. House	do	19	3	12 do	248 00
Ripley and Railway Station	D. McInnes	Optional	1/8	12	12 do	84 00
Ripley and Verdun	S. Irwin	Vehicle	5 1/4	2	12 do	50 00
Riverside and Toronto	H. Parry	Optional	1 1/2	6	12 do	125 00
Riverview and Railway Station	J. H. Peters	do	3 3/4	2	12 do	48 00
Roblin and West Plain	A. Sedore	do	3	2	3 do (from Jan. 1, 1887)	5 00
Rob Roy and Singhampton	J. Bannerman	do	6	1	2 do (to May 31, 1886)	7 50
do do	do	do	6	2	4 do (to Sept. 30, 1886)	30 00
do do	R. Shields	do	6	2	6 do from do	42 00
Rockford and Railway Station	W. Lemon	Horse or vehicle	4	6	12 do	240 00
Rockland and Railway Station	A. Campbell	Optional	1 7/8	6	7 do 27 dys. (to Nov. 27, '86)	103 90
do do	do	do	2 3/8	6	4 do 3 dys., from do	61 00
Rockliffe and Railway Station	W. H. McIntyre	do	300 yds	12	12 do	32 00
Rockside and Salmonville	I. Harber	Vehicle	3 1/2	2	12 do	69 00
Rodney and Railway Station	A. Humphrey	On foot	30 rods.	18	12 do	93 90

Rosemont and Shelburne	T. Henderson, jun.	Vehicle	12	6	12	do		520 00
Ross and Portage du Fort	M. McLaren	do	3	3	12	do		70 00
Rosseau and Rosseau Falls	P. Mutchenbacker	Optional	4	3	Part of seasons, 1885-86 & 1886-87			22 00
Rosseau and Shannon Hall	W. Fletcher	do	12½	1	12 months			78 00
Rosseau and Utterson	J. Cook	Vehicle	22	6	3	do	29 dys. (from Dec. 3, '86)	151 25
Rostock and Sebringville	C. Schmidt	Optional	12½	3	6	do	(to Sept. 30, 1886)	73 50
Rouge Hill and Toronto	R. H. Crew	Vehicle	17	6	12	do		399 00
Round Plains and Waterford	B. H. Ramage	do	4	3	12	do		95 00
Ruscom Station and Railway Station	J. D. Mathers	Optional	50 yds	12	12	do		10 00
Russell and South Indian Railway Station	R. Young	Vehicle	10	6	12	do		200 00
Ruther Glen and Railway Station	C. Legris	do	¼	6	9	do	(to Dec. 31, 1886)	15 00
do do	S. McDonald	do	¼	6	3	do	from do	5 00
St. Catharines and Railway Station	M. Iveson	Horse or vehicle	1	24	12	do		225 36
St. Eugène and Vankleek Hill	X. Proulx	Vehicle	10	6	12	do		272 23
St. George and Railway Station	A. Brockbank	Horse or vehicle	1	24	12	do		162 76
St. Joachim, River Ruscom and Railway Station	F. Pinsonnault	do	3	6	12	do		145 00
St. Lawrence and Wolfe Island	D. S. Woodman	do	12	1	12	do		75 00
St. Ola and Railway Station	P. P. Clark	Optional	2	6	8	do	(from Aug. 1, 1886)	33 33
St. Patrick and Railway Station	B. Payement	do	½	3	12	do		48 00
St. Paul's and Railway Station	A. Thom	do	1/16	12	12	do		62 60
St. Thomas and C. V. Railway Station	M. A. Boughner	Vehicle	1	12	1	do	(to April 30, 1886)	7 80
St. Thomas and G. W. & C. S. Railway Station	do	do	1	60	1	do	do do	48 61
St. Thomas and Railway Stations	do	do	1	72	11	do	from do	499 38
St Thomas and Sparta	W. Gregory	Optional	11	6	12	do		185 00
St. Thomas and Talbotville Royal	J. Wait	do	3½	6	12	do		120 00
Sadowa and Sebright	J. H. Vanvlack	do	5¾	1	12	do		31 20
Sand Point and Railway Station	G. Drysdale	do	1/16	24	12	do		157 90
Sandwich and Windsor	A. G. Kennedy	Vehicle	2	6	12	do		174 00
Sarnia and Port Huron, U S.	J. Dawson	Optional	2	12	12	do		150 00
Sarnia and Railway Station	J. Lucas	Vehicle	1	12	5	do	28 dys. (from Oct. 4, '86)	46 20
Sarnia and Wallaceburg	I. Secor	do	35	6	6	do	3 dys. (to Oct. 3, 1886)	711 41
Sauble Falls and Wiarton	I. Post	Optional	12	2	12	do		157 60
Saugeen and Railway Station	T. Lee	Vehicle	⅓	18	12	do		120 00
Sault Ste. Marie, and Sault Ste. Marie, U.S.	R. T. Pim	Optional	1½	6	Season, 1886			127 48
do do	W. Turner	do	1½	12	Part of seasons, 1885-86 & 1886-87			158 65
Sault Ste Marie and Thessalon	W. H. Plummer	do	60	1	Season, 1886-87			228 00
Saurin and Railway Station	D. A. Cooper	do	¼	12	3 months (to June 30, 1886)			2 50
do do	do	do	¼	12	9	do	from do	15 00
Schreiber and Railway Station	D. R. Bruce	do	100 yds.	12	10	do	(from June 1, 1886)	20 83
Scotch Block and Railway Station	J. McKenzie	do	¾	6	12	do		78 00
Scotia and Mail Catching Post	J. Buck	On foot	¼	6	4	do	(from Dec. 1, 1886)	20 00
Scouten and Railway Station	D. A. Spencer	Optional	½	12	12	do		30 00
Seaforth and Railway Station	S. Dickson	do	¼	24	12	do		187 80
Seagrave and Railway Station	J. Allin	do	¾	6	12	do		69 88
Sebringville and Railway Station	I. R. Paton	do	¼	12	12	do		90 00
Severn Bridge and Railway Station	J. H. Jackson	do	¼	24	12	do		120 00
Shamrock and Sheedy	M. Sheedy	Horse or vehicle	7	2	2	do	(from Feb. 1, 1887)	18 67
Shanty Bay and Railway Station	T. Linton	Optional	¼	12	12	do		60 00

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Sharbot Lake and Railway Station	M. Avery	Optional	¼	14	12 months	146 00
Shelburne and Railway Station	E. Berwick	do	1½	24	12 do	125 20
Sherkston and Railway Station	B. F. Sherk	do	½	6	12 do	50 00
Shetland and Sutherland's Corners	J. Walker	Vehicle	5	3	12 do	90 00
Shrubmount and Vivian	F. Stevens	do	2¾	3	12 do	65 00
Siloam and Uxbridge	Bascom & Davidson, Ex's.	Horse or vehicle.	17 r. t.	3	12 do	150 00
Simcoe and Railway Stations	H. Hall	Vehicle	1 & ½	12	12 do (less fine)	220 12
Skye and Railway Station	D. McMillan	Horse or vehicle.	8	6	12 do	240 00
Smith's Falls and Railway Station	H. Carley	Optional	¼	24	12 do	175 00
Smithville and Wellandport	J. Wilson	Vehicle	9	6	3 do (to June 30, 1886)	68 25
do do	do	do	9	6	9 do from do	201 75
Snake River and Railway Station	G. Douglas	Optional	3½	2	12 do	64 16
Snyder and Railway Station	T. Snyder	do	1¼	6	5 do (from Nov. 1, 1886)	52 08
Solway and Walkerton	D. McIntyre	Vehicle	6½	3	12 do	149 00
Sombra and Marine City, U.S.	P. Cattanach	Boat	2	3	12 do	36 00
Sombra and Railway Station	do	Optional	⅕	12	5 do 28 dys. (from Oct. 4, '86)	24 59
Sombra and Thornyhurst	J. Featherston	do	6	2	12 do	68 00
Sombra and Wilkesport	N. Cornwall	Vehicle	8	6	12 do	185 00
Sonya and Railway Station	J. Campbell	Optional	⅜	6	12 do	60 00
South Casselman and Railway Station	J. St. Denis	do	1	6	4 do (from Dec. 1, 1886)	8 33
South Indian and Railway Station	F. McLennan	do	1	12	12 do	50 00
South March and Railway Station	P. Orchard	do	15½	6	12 do	400 00
South River and Railway Station	W. Holditch	On foot	⅓	6	4 do (from Dec. 1, 1886)	25 00
South River and Uplands	W. Adams	Optional	4⅓	3	6 do (to Sept. 30, 1886)	54 60
do do	do	do	4½	3	4 do (to Jan. 31, 1887)	35 00
Spencerville and Railway Station	W. Spencer	do	1½	6	12 do	60 00
Springville and Railway Station	M. Halloran	Horse or vehicle.	3	6	12 do	130 00
Spring Arbor and Walsingham Centre	J. McKay	Optional	2	3	12 do	52 60
Springfield and Railway Station	L. Marshall	do	¼	12	12 do	100 00
Springford and Railway Station	T. McMehan	do	3	6	12 do	200 00
Spry and Stoke's Bay	G. Myles	do	6	3	12 do	130 00
Stanleydale and Yearley's	G. S. Yearley	do	2½	3	12 do	39 00
Stayner and Railway Station	W. B. Sanders	do	⅜	24	12 do	96 00
Stayner and Sunnidale	J. Sherrick	do	6	3	12 do	125 00
Stayner and Vanvlack	J. D. Laidlaw	do	13	1	12 do	74 00

Stevensville and Railway Station	C. Tytherleigh	do	1¼	12	12	do		80 00
Stirling and Railway Station	W. Gould	Vehicle	1¼	12	12	do		62 60
Stittsville and Railway Station	S. Mann	Optional	120 yds.	12	6	do	(to Sept. 30, 1886)	21 98
do do	do	do	120 yds.	6	6	do	from do	10 92
Stoke's Bay and Tobermorey	M. Belrose	do	26	1	12	do		224 00
Stony Creek and Woodburn	J. Cowan	Horse or vehicle	15 r. t.	3	12	do		116 48
Stony Lake and Warsaw	H. Bell	do	12	1	12	do		75 00
Stouffville and Railway Station	J. E. Addison	Optional	½	24	12	do		100 00
Strathallan and Woodstock	R. Langdon	do	14	6	9	do	(to Dec. 31, 1886)	300 00
do do	do	do	14	6	3	do	from do	96 25
Stratford and Railway Station	J. Putland	Vehicle	¾	48	12	do		356 82
Streetsville and Railway Station	S. Gill	do	¾	30	9	do	(to Dec. 31, 1886)	93 75
do do	J. Johnston	do	¾	30	3	do	from do	31 25
Stromness and Railway Station	G. Latimer	Optional	2	12	12	do		125 20
Stroud and Railway Station	R. G. McCraw	do	1	12	12	do		120 00
Sturgeon Bay and Railway Station	J. Playfair	do	⅛	12	6	do	(to Sept. 30, 1886)	31 40
do do	do	do	⅛	12	6	do	from do	40 00
Sturgeon Falls and Railway Station	J Stillar	do	⅛	12	9	do	(to Dec. 31, 1886)	45 00
do do	do	do	⅛	12	3	do	from do	18 75
Sudbury and Railway Station	S. Fournier	do	⅛	12	12	do		62 60
Sunderland and Railway Station	N. Steffins	do	⅛	24	12	do		66 00
Sundridge and Railway Station	J. Carter	Foot or vehicle	⅛	6	4	do	(from Dec. 1, 1886)	15 00
Sutton West and Railway Station	W. D. Townley	Optional	⅛	12	9	do	(to Dec. 31, 1886)	45 00
do do	do	do	⅛	12	3	do	from do	25 00
Sutton West and Vachell	do	Vehicle	14	2	6	do	(to Sept. 30, 1886)	50 00
do do	do	do	14	2	6	do	from do	60 00
Sweaburg and Woodstock	H. McCulley	Optional	6	3	6	do	(to Sept. 30, 1886)	39 50
do do	do	do	6	3	6	do	from do	47 50
Sydenham and Wilmur	W. D. Waters	Vehicle	7	2	9	do	(from July 1, 1886)	75 00
Sylvan and Widder	W. Randall	Optional	3	6	12	do		130 00
Talbotville Royal and Tempo	J. Wait	do	3	2	6	do	(to Sept. 30, 1886)	27 50
do do	do	do	3	2	6	do	from do	25 00
Tara and Railway Station	G. H. Tomlinson	do	¾	12	12	do		145 00
Tavistock and Railway Station	G. Matheson	do	½	12	12	do		50 00
Teeswater and Railway Station	W. Zinger	do	½	12	12	do		100 00
Thedford and Railway Station	J. G. Brown	do	300 yds.	6	12	do		50 00
The Brook and South Indian Railway Station	T. Lefebvre	Horse or vehicle	10	6	3	do	(from Jan. 1, 1887)	45 00
The Grove and Railway Station	T. A. Robinson	Optional	¼	12	6	do	(to Sept. 30, 1886)	20 00
do do	do	do	¼	12	6	do	from do	25 00
Thompsonville and Railway Station	J. T. Schmietendorf	do	1¼	12	12	do		110 00
Thornhill and Railway Station	W. T. Brown	Horse or vehicle	3	6	12	do		187 80
Thornhill and Toronto	J. Thompson	Vehicle	12	6	12	do		250 00
Thornton and Railway Station	W. A. Nixon	Optional	¾	12	12	do		78 00
Thorold and Railway Station	J. Dale	Vehicle	¾	24	12	do		187 80
Thwaite's and Railway Station	D. W. Thwaites	Optional	3	1	8	do	(from Aug. 1, 1886)	13 33
Tillbury Centre and Railway Station	M. Hudon	do	½	12	12	do		96 00
Tilsonburg and Railway Station	J. Ostrander	do	2	12	3	do	(to June 30, 1886)	34 37
do do	W. Parker	do	2	12	9	do	from do	89 30

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Tilsonburg and Railway Station	Becker & Pierce	Optional	1	12	12 months	125 00
Tioga and Railway Station	G. Fitzsimmons	do	¼	12	12 do	45 00
Toronto and Railway Stations	J. Heudry	Vehicle	1 & ½	24, 30 & 48	12 do	1,994 05
Toronto and Street Letter Boxes	F. Johnston	do		As req.	7 do (to Oct. 31, 1886)	1,490 00
do do	J. Johnston	do		As req.	5 do from do	1,416 66
Tottenham and Railway Station	W. Child	Optional	1/16	12	12 do	45 00
Townsend Centre and Waterford	D. Kitchen	Horse or vehicle.	3	3	12 do	90 00
Toye's Hill and Winchester Springs	J. B. McQuigg	do	3	3	12 do	60 00
Trenton and Railway Station	C. W. Smith	Vehicle	¼	18	4 do (to July 31, 1886)	59 85
do do	do	do	¼	30	2 do (to Sept. 30, 1886)	52 00
do do	Cunningham Bros.	do	¼	30	6 do from do	156 00
Trenton and Wooler	H Sharp	do	9	6	12 do	175 00
Tuftsville and North Hastings Junction	S. Tufts	do	1/16	3	12 do	20 00
Tupperville and Railway Station	Holmes & Pake, Sureties	do	⅛	6	3 do (to June 30, 1886)	13 26
do do	J. J. Sutor	do	30 yds.	6	9 do from do	18 80
Turnerville and Railway Station	W. M. Turner	do	¼	6	8 do (from Aug. 1, 1886)	16 66
Tuscarora and Railway Station	S. J. McKelvey	do	¼	6	12 do	109 55
Tweed and Railway Station	W. J. Bowell	do	⅛	20	12 do	156 45
Tyrconnell and Wallacetown	W. Hall	do	4	6	12 do	105 00
Uffington and Vankoughnet	J. Meyers	do	9	2	12 do	40 00
Uhthoff and Railway Station	J. Lynes	do	¼	12	12 do	80 00
Underwood and Willow Creek	J. Hyde	do	6	1	12 do	45 00
Unionville and Railway Station	J. Webber	do	¼	24	12 do	87 64
Uphill and Victoria Road	H. C. Stewart	do	12	3	6 do (to Sept. 30, 1886)	78 00
do do	G. Sharp	do	12	3	6 do from do	80 00
Uptergrove and Railway Station	T. Mulvihill	do	½	24	12 do	180 00
Utopia and Railway Station	P. Connor	do	1/16	12	12 do	50 00
Utterson and Railway Station	E. Hanes	Optional	¼	12	4 do (from Dec. 1, 1886)	40 00
Uttoxeter and Wanstead	N. K. Nesbitt	Vehicle	6	3	12 do	100 00
Uxbridge and Railway Station	J. S Kimmerly	do	⅛	24	12 do	90 00
Uxbridge and Victoria Corners	W. Bell	Optional	14 r. t.	3	12 do	156 00
Vandecar and Woodstock	N. Schooley	Vehicle	9	3	12 do	115 00
Vankleek Hill and Railway Station	W. Lawlor	Boat or vehicle.	12	6	12 do	626 00

Varney and Railway Station	F. Eden	Optional	1/8	12	3	do	(to June 30, 1886)	13 00
do do	do	do	1/8	12	9	do	from do	48 00
Vasey and Waverley	J. Fraser	do	4	3	12	do		100 00
Ventnor and Railway Station	J. McAuley	Horse or vehicle.	5½	6	12	do		180 00
Ventry and Railway Station	E. Johnston	do	6	2	1	do	(to April 30, 1886)	8 33
Verner and Railway Station	J. Michaud	Optional	1/8	12	9	do	(from July 1, 1886)	15 00
Victoria Harbor and Railway Station	M. Vasey	do	1/4	24	12	do		85 00
Villa Nova and Railway Station	M. McAlpine	On foot	1/4	6	3	do	(to June 30, 1886)	10 14
do do	do	do	1/4	6	9	do	from do	37 50
Villiers and Railway Station	W. Weir	Horse or vehicle.	2	3	12	do		75 36
Vine and Railway Station	V. P. Kelvey	Optional	1/16	12	12	do		56 00
Vittoria and Walsh	S. Ottley	Vehicle	4	3	12	do		63 00
Vivian and Railway Station	N. L. McCormick	Optional	1/8	12	12	do		60 00
Waldemar and Railway Station	J. Telbutt	do	1/2	12	9	do	(to Dec. 31, 1886)	60 00
do do	D. Jenkins	do	1/4	12	3	do	from do	16 00
Wahnapitae and Railway Station	D. McLaren	do	1/4	12	9	do	(from July 1, 1886)	28 17
Wales and Railway Station	J. W. Baker	do	1/8	12	12	do		62 60
Walkerton and Railway Station	A. McLean	Horse or vehicle	1¼	21	12	do		284 00
Walkerton and Wroxeter	T. Sage	Optional	22	36	12	do		483 00
Walker's and Railway Station	J. Greaves	do	1/8	12	12	do		30 00
Walkerville and Windsor	J. Egan	do	2	12	12	do		120 00
Wallaceburg and Railway Station	J. Delorme	do	1/8	24	12	do		156 50
Wallacetown and Railway Station	C. McGregor	do	2½	12	12	do		156 50
Waller and Harney's Crossing	P. Harney	do	1½	2	12	do		30 00
Walnut and Waterford	P. E. Willoughby	Vehicle	6	2	9	do	(to Dec. 31, 1886)	56 25
do do	do	do	6	2	3	do	from do	25 00
Warwick and Railway Station	J. Smith	Optional	8	6	12	do		195 00
Washago and Railway Station	J. C. Marshall	do	1/8	24	12	do		124 80
Waterford and Railway Station	B. H. Ramage	do	1/4	12	3	do	(to June 30, 1886)	14 83
do do	H. Dochstader	do	1/4	12	9	do	from do	70 41
Waterloo and Railway Station	F. Sars	Vehicle	2	30	12	do		400 00
Waubashene and Railway Station	J. Scott	Optional	1/8	24	12	do		60 00
Weidman and Railway Station	F. Weidman	do	50 ft.	12	9	do	(to Dec. 31, 1886)	11 25
do do	O. Jansohn	do	50 ft.	12	3	do	from do	3 75
Weldon and Railway Station	J. E. Weldon	do	1/4	6	12	do		40 00
Welland and C. S. Railway Station	O. H. Garner	do	1½	12	3	do	(to June 30, 1886)	35 88
do do	J. McQueen	do	1½	12	9	do	from do	75 20
Welland and Welland Railway Station	A. W. McAlpine	do	2¾	24	12	do		118 94
Welland and Wellandport	L. Durham	Vehicle	15	6	12	do		375 00
Wellington and Railway Station	M. Pettit	do	1/4	12	12	do		65 00
Wellman's Corners and Railway Station	P. Hubbe	do	2	3	8	do	(from Aug. 1, 1886)	50 00
Wendigo and Railway Station	I. M. Cody	Optional	1/4	12	9	do	(to Dec. 31, 1886)	28 11
do do	do	do	1/4	12	3	do	from do	12 50
Wendover and Railway Station	F. Corbeille	do	3	6	12	do		125 00
Wesleyville and Railway Station	J. Barrowclough	do	1½	6	12	do		93 90
West Toronto Junction and Railway Station	J. Kirkwood	do	1/4	12	12	do		75 00
Westwood and Railway Station	J. Comstock	Vehicle	2½	6	12	do		125 00
Whitby and Railway Station	J. Scott	do	1/8	18	12	do		103 28

REPORT No. 2, A—*Continued.*

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Whitechurch and Railway Station	H. D. Henderson	Optional	1/8	12	12 months	80 00
White River and Railway Station	D. S. McCarthy	do	1/8	12	4 do (from Dec. 1, 1886)	10 00
Wiarton and Railway Station	I. Post	do	3/4	12	12 do	124 80
Wilbur Station and Railway Station	T. B. Caldwell	do	1/2	6	12 do	25 00
Williamsford Station and Railway Station	C. Price	do	1/16	24	1 do (to April 30, 1886)	9 16
Willow Grove and Railway Station	H. Stewart	do	1	6	5 do (to Aug. 31, 1886)	33 33
Wilton Grove and Railway Station	P. Murray	do	1/4	6	12 do	30 00
Windsor and Detroit, U.S.	B. G. Davis	Boat	2	30	12 do	479 00
Windsor and Canada Southern Railway Station	do	Vehicle	1	24	12 do (less fine)	295 00
Windsor and Grand Trunk Railway Station	T. Bradley	do	1 1/4	14	12 do	150 00
Wingham and Railway Stations	D. Campbell	do	3/4	12 & 24	12 do	219 28
Wingham and C. P. Railway Station	W. Black	do	5	6	12 do	125 00
Wolverton and Railway Station	R. Given	Optional	1	12	12 do	95 00
Woodbridge and Railway Station	R. S. Haslam	Vehicle	1/4	24	12 do	75 00
Woodslee and Railway Station	J. P. Henry	Optional	1 1/2	12	12 do	156 50
Woodstock and Railway Stations	J. A. McKenzie	Vehicle	1/3 & 1	12	12 do	326 20
Woodville and Railway Station	H. Ferguson	do	3/4	24	12 do	200 00
Wroxeter and Railway Station	D. Hood	do	1 1/4	12	12 do	70 00
Wyebridge and Wyevale Station	W. Edwards	Optional	5	6	12 do	149 00
Wylie and Railway Station	J. Lyons	do	2	3	9 do (to Dec. 31, 1886)	37 50
do do	do	do	2	3	3 do from do	15 50
Wyton Station and Railway Station	G. Scatcherd	do	1/8	12	12 do	20 00
Yarmouth Centre and Railway Station	G. A. Parlee	do	1/2	6	12 do	100 00
Zephyr and Railway Station	R. Marshall	do	3	6	6 do (to Sept. 30, 1886)	79 50
do do	J. N. Dafoe	do	3	6	6 do from do	79 50
Suspension Bridge Tolls	W. G. Swan, Supt				12 do	40 00
					Total	$267,636 18

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General,

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Burk's Falls and Magnetawan	R. H. Menzies	25	3	Season, 1886 (see land service)	54 75
Byng Inlet and Midland	C. Duffy	120	2	do	495 00
Deseronto and Picton	Deseronto Navigation Co.	17	12	do (see land service)	1,883 18
French River and Midland	Ontario Lumber Co	130	1	do	310 00
Gananoque and Clayton, U.S	Thousand Island Railway Co.	10	6	do	200 00
Gravenhurst and Rosseau, &c	Muskoka & Nipissing Navigation Co.	22, 48, 51	6 & 3	do (less fine)	2,576 50
Kingston and Cape Vincent, U.S.	H. Folger	11	12 s, 6 w.	12 months	1,200 00
Kingston and Thousand Island Park, U.S.	do	24	6	Season, 1886	200 00
Kingsville and Pelée Island	T. R. Lidwell	20	1	6 months (see land service)	287 50
Lindsay and Sturgeon Point	G. Crandell	12	6	6 do do	75 00
Niagara and Toronto	Niagara Navigation Co.	36	6	Season, 1886	553 50
Nipissing and North Bay	Muskoka & Nipissing Navigation Co.	72 r. t.	3	do	504 00
Outer Duck Island and Windsor	C. W. Gauthier	270	2	Part of season, 1886	54 17
Parry Sound and Penetanguishene	Muskoka & Nipissing Navigation Co.	66	6	Season, 1886	264 00
Port Hope and Charlotte, U.S.	C. F. Gildersleeve	60	6	do	499 99
				Total	$9,157 59

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

Report No. 2, A.—*Continued.*

Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Bay of Quinté Railway and Navigation Co	4	28	12 months (to March 31, 1887)	730 00
Canada Atlantic Railway	132	6 & 12	11 do (to April 30, 1887)	8,208 24
Canada Southern Railway	347¾	6 & 12	12 do (to March 31, 1887)	32,962 90
Canadian Pacific Railway (main line within Ontario)	1,171½	With varying frequency over different sections of the line.	12 do do	60,408 54
Canadian Pacific Railway (Barrie Division)	122		12 do do	8,238 16
Canadian Pacific Railway (Ottawa Division)	110¾		12 do do	11,098 04
Canadian Pacific Railway (Toronto Division)	518½		12 do do	35,968 38
Central Ontario Railway	104	6	12 do do	4,271 78
Erie and Huron Railway	66	6 & 12	12 do do	3,443 52
Grand Trunk Railway (main line within Ontario)	478½	With such frequency as may be required by the Post Office, from the trains run.	12 do do	101,560 00
Grand Trunk Railway (Barrie Division)	312½		12 do do	16,043 11
Grand Trunk Railway (Kingston Division)	90¾		12 do do	4,593 30
Grand Trunk Railway (London Division)	724½		12 do do	69,460 70
Grand Trunk Railway (Toronto Division)	443		12 do do	31,236 15
Kingston and Pembroke Railway	104	6 & 12	12 do do	7,019 11
Napanee, Tamworth and Quebec Railway	28½	12	12 do do	3,739 42
Northern and North-Western Railway	483¾	6 & 12	12 do do	30,371 60
Thousand Island Railway	2	24	12 do do	730 00
			Total	$430,082 95

A. W. McLELAN,
Postmaster-General.

H. A. Wicksteed,
Accountant.

REPORT No. 2, A—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels, &c., for Post Office Department	2,847	31
R. S Montgomery	Mail bags, rivet seals, &c., for do	528	72
E. Chanteloup	Brass mail locks for do	200	00
G. Bailey	do and repairs for do	88	32
Pritchard & Andrews	Mail bag labels for do	179	47
Pritchard & Mingard	do do	22	54
S. Smith	Patent mail bag do	10	10
E. Chanteloup	Mail lock keys for Post Office Inspector, Barrie	5	00
R. S. Montgomery	Mail bags for do Kingston	26	64
L. W. Shannon	Stencilling mail bags for do do	9	26
Tackaberry & Wigmore	Repairing do do London	58	00
Loughery & Tackaberry	do do do do	18	90
E. Chanteloup	Mail lock keys for do do	10	00
do	do do Ottawa	5	00
T. Thompson	Mail bag labels for do Toronto	190	81
J. & E. H. Roberts	Rep'g brass mail locks for do do	49	30
E. Chanteloup	Brass mail locks for do do	25	10
T. Hill & Son	Stencilling mail bags for do do	3	28
J. K. Morris, P.M.	To pay for repairing mail bag for Postmaster, Blenheim	0	45
S. Day	Repairing mail bag for do Cheapside	0	30
R. J. Drysdale, P.M.	To pay for repairing mail bag for do Drysdale	0	10
J. Gordon	Repairing mail bags for do Flesherton	0	50
J. Philp & Son	Repairing mail bags, &c., for do Hamilton	4	85
R. S. Montgomery	Letter Carriers' straps for do do	1	25
G. McDonald	Repairing mail bags for do Kingston	2	25
R. S. Montgomery	Mail bags for do London	9	72
S. Cuthbert	Repairing mail bag for do Nobleton	0	25
R. S. Montgomery	Mail bags, &c., for do Ottawa	799	51
E. Chanteloup	Brass mail locks for do do	100	40
T. Thompson	Repairing mail bags, &c. do Toronto	1,905	61
E. Chanteloup	Brass mail locks for do do	376	50
N. H. Ferris	Repairing mail bag for do Vittoria	0	15
	Total	$7,479	59

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						$ cts.
Abbotsford and Railway Station	D. Sharkey	Vehicle	½	12	12 months	60 00
Abercorn and Railway Station	E. R. Shepard	Optional	¾	12	12 do	75 00
Acton Vale and Railway Station	S.-Eastern Ry. Co	do	¼	12	12 do	40 00
Acton Vale and St. Théodore d'Acton	A. Laplante	Vehicle	4	6	12 do	100 00
Adamsville and Brigham	D. Larivée	do	4	6	12 do	140 00
Adderley and St. Pierre Baptiste	P. A. Drolet	Horse or vehicle.	3	3	12 do	45 00
Adstock and St. Ephrem de Tring	J. Roy	do	9	1	12 do	39 72
Agnes and Nadeau's Crossing	P. Roy	Vehicle	4½	1	12 do	25 00
Agnes and Railway Station	J. S. Wilson	Optional	½	12	12 do	36 00
Agnes and Ste. Cécile de Whitton	A. Loubier	Vehicle	9	2	3 do (to Dec. 31, 1886)	17 50
do do	do	do	9	3	3 do from do	24 00
Agnes and Three Lakes	W. H. Flint	do	10	1	6 do (to Sept. 30, 1886)	20 00
do do	G. Flint	do	10	1	6 do from do	20 00
Aird, Clarenceville and Miranda	M. J. Burwort	do	6 & 4	3	12 do	96 00
Allan's Corners and Cairnside	J. Bryson	do	4	2	12 do	52 00
Allan's Corners and Railway Station	do	Optional	1	6	12 do	40 00
Allard Settlement and Nouvelle	T. Keays	Horse or vehicle.	3	1	12 do	20 00
Allumette Island and Pembroke	J. J. McGuire	Vehicle	7	2	12 do	70 00
Amqui and Railway Station	A. Grant	On foot	60 yds.	12	12 do	48 00
Ancienne Lorette and Railway Station	J. Dufresne	do	400 yds.	12	12 do	80 00
Ancienne Lorette and Sub Office	G. Dufresne	Optional	3	6	12 do	60 00
Anderson's Corners and Dewittville	J. Anderson	Horse or vehicle.	4	2	12 do	60 00
Ange Gardien and Railway Station	P. Lajoie	Optional	½	12	12 do	50 00
Angeline and St. Alphonse de Granby	O. Boisvert	Vehicle	4	3	12 do	78 00
Angers and Railway Station	L. Moncion	Optional	¼	6	12 do	60 00
Annesley and North Onslow	P. Killoran	do	4	1	12 do	25 00
Antoinette and Lost River	C. Boon	Vehicle	22	2	12 do	150 00
Antoinette and St. Jovite	do	do	7	2	12 do	56 00
Armagh and St. Raphaël	J. Bélanger	do	15	3	12 do	68 00
Arthabaskaville and Chester	G. Bourassa	do	8	6	12 do	192 00
Arthabaskaville and Victoriaville	do	do	2½	12	6 do (to Sept. 30, 1886)	45 00
do do	P. Bergeron	do	2½	12	6 do from do	45 00
Arthabaskaville, Victoriaville and Railway Station.	G. Bourassa	do	2½	6 & 12	12 do	90 00

Arundel and Rockway Valley	C. Sinclair	Optional	5	1	12	do		30 00
Ascot Corner and Railway Station	A. Stacey	do	½	12	12	do		50 00
Ascot Corner and Westbury	J. P. Woodrow	Vehicle	4	3	12	do		50 00
Aston Station and Railway Station	A Ouellette	do	120 yds	6	12	do		20 00
Aston Station and St. Leonard	N. Doucet	Horse or vehicle	9	6	12	do		198 00
Athelstan and Powerscourt	P. C. McGinnis	Vehicle	2	3	12	do		49 00
Aubert Gallion and St George, Beauce	W. M. Pozer	Horse or vehicle	2	6	12	do	(and arrears)	31 25
Avignon and Matapedia	A Gallant	Optional	7	6	12	do		144 00
Avoca and Pointe au Chêne	J. McCallum	Horse or vehicle	7	3	12	do		108 00
Ayer's Flat and Kingscroft	G. M. Hunt	Vehicle	6	2	12	do		52 00
Ayer's Flat and Railway Station	H. G. Ayer	On foot	⅐	12	12	do		40 00
Aylmer and Ottawa	G. H. O'Reilly	Vehicle	9	12	12	do		600 00
Aylmer and Portage du Fort	J. Wyman	do	49	12	12	do		1,342 00
Aylmer and Railway Station	A. M Holt	do	½	6	12	do		50 00
Bagotville and Chicoutimi	E Levêque	do	10	As req	Season, 1886			67 50
Bagotville and Grande Baie	J Savard	do	3	As req.	do			67 50
Bagotville and Wharf	do	do	⅛	As req.	do			20 00
Baillargeon and Railway Station	B. Huot	Optional	3	3	12 months			40 00
Baldwin's Mills and Barnston	W. K. Baldwin	Vehicle	5	3	12	do		84 00
Barachois de Malbaie and Wharf (*via* St. Peter)	T S. Vardon	do	4	As req.	Season, 1886			57 75
Bassin du Lièvre and Railway Station	F. X Nanaville	Optional	½	6	9 months (to Dec. 31, 1886)			33 75
do do	do	do	½	6	3	do	from do	16 50
Batiscan and Railway Station	T. Laguerre	Vehicle	1	12	9	do	(to Dec. 31, 1886)	54 00
do do	do	do	1	12	3	do	from do	25 00
Batiscan and St. Pierre les Becquets	C A. Maguy	Boat	3	6	12	do		180 00
Beauce Junction and Jersey Mills	T. Lessard	Vehicle	26½	6	12	do		515 00
Beauce Junction and Railway Station	V. Bilodeau	Optional	60 yds	12	10	do	13 days (to Feb. 13, '87)	21 77
Beauharnois and Caughnawaga	O. Duquette	Vehicle	15½	6	12	do		345 00
Beauharnois and Laberge	O. Primeau	do	5	2	12	do		50 00
Beauharnois and St. Louis de Gonzague	B Paré	do	10	6	12	do		198 00
Beauharnois and Valleyfield	E. Rapin	do	15	6	9	do	(to Dec 31, 1886)	165 00
do do	do	do	15	6	3	do	from do	49 62
Beaupré and St. Féréol	F. Michel	Horse or vehicle	7	3	9	do	(to Dec. 31, 1886)	45 00
do do	do	do	7	3	3	do	from do	25 00
Beaurivage and Parkhurst	J. Machell	Optional	3	6	12	do		58 00
Beauvoir and Ste. Marthe	J. E. Poirier	Vehicle	3½	3	12	do		41 66
Bécancour and Railway Station	S. Charron	do	9	6	9	do	(to Dec 31, 1886)	225 00
Bécancour and Ste. Gertrude	M. Deshais	do	10½	6	12	do		249 00
Bécancour and St. Grégoire	S. Charron	do	9	6	1	do	(to Jan. 31, 1887)	25 00
do do	N. Vigneault	do	9	6	2	do	from do	32 86
Bécancour Station and Ste. Julie de Somerset	D. Johnston	do	1½	12	3	do	(to June 30, 1886)	12 00
do do	W. Johnston	do	1½	12	9	do	from do	36 00
Bedford and Pearceton	J. Briggs	do	8½	6	12	do		210 00
Beebe Plain and Railway Station	C, H McClintock	On foot	⅛	12	12	do		75 00
Bell Mount and Otter Lake	G. Palmer	Horse or vehicle	6	1	12	do		30 00
Belœil Village and St. Hilaire Station	P. Authier	Optional	1	12	12	do		150 00
Bennett and Maple Grove	J. Bennett	do	3	3	12	do		50 00
Béranger and Dunham	S. Cook	do	4	2	1 month 14 dys. (from Feb. 15, '87)			6 25

Report No. 2, B—*Continued.*

Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
						$ cts.
Bergerville and Quebec	J. Drolet	Vehicle	3	6	12 months	80 00
Bersimis and Moisie	Girouard & Beaudet	Optional	216	4 p. season	Season, 1886-87	1,260 00
Bersimis and Sault au Cochon	J Miller	do	26	2	3 months (to June 30, 1886)	137 50
do do	S. Miller	do	26	2	9 do from do	412 50
Berthier (*en bas*) and Railway Station	V. Guillemette	do	2½	12	12 do	78 00
Berthier (*en haut*) and Isle Dupas	P. Moreau	do	2½	3	12 do	48 00
Berthier (*en haut*) and Railway Station	F. Plante	do	2½	12	8 do 17 dys. (to Dec. 17, '86)	106 79
do do	do	do	2½	13	3 do 14 dys. from do	46 80
Berthier and Sorel	S. Valois	do	5	14 s, 7 w.	12 do	444 00
Bethel and South Durham	W. Bartlett	Vehicle	6	2	6 do (to Sept. 30, 1886)	25 00
Bic and Railway Station	J. R. Colclough	Optional	10 yds.	12	12 do	22 80
Bic and St. Valérien de Rimouski	J. Moisan	do	3½	6	1 do (from Mar. 1, 1887)	8 33
Birchton and Railway Station	J. A. McNeight	On foot	1/10	12	12 do	26 00
Birchton and Sand Hill	D. M Caswell	Vehicle	4	3	12 do	54 00
Birchton and Sawyerville	L. Munn	Horse or vehicle.	6	6	12 do	260 00
Bishop's Crossing and East Dudswell	H. R. Bishop	Vehicle	3	2	12 do	40 00
Bishop's Crossing and Railway Station	J. McFaddin	do	60 yds.	12	12 do	20 00
Bisson and Railway Station	F. Hamanne	Optional	350 yds.	12	10 do 13 dys. (to Feb. 13, '87)	34 84
Bisson and Saints Anges	F. Grenier	do	6	2	3 do (to June 30, 1886)	33 75
do do	C. Drouin	do	6	2	9 do from do	67 50
Blanche and Mayo	C. Conroy	Horse or vehicle.	8	2	12 do	50 00
Blanche and Thurso	do	do	16	1	12 do	50 00
Blanchet and St. Lambert	J. Pâquet	Optional	1/8	6	12 do	20 00
Blandford and Stanfold	A. Richard	Vehicle	9	1	6 do (to Sept. 30, 1886)	20 00
do do	do	do	9	2	6 do from do	34 46
do do	J. Demers	do	9	1	3 do (to Sept. 30, 1886)	13 00
do do	N. Buill	do	9	4	6 do from do	58 38
Boileau and Rivington	P. Boileau	Horse or vehicle.	14	1	12 do	70 00
Boileau and St. Rémi d'Amherst	E. Thomas.	Optional	10	1	12 do	55 00
Bois de Filion and Ste. Thérèse de Blainville	O. Chapleau	Vehicle	4	2	12 do	40 00
Bois Franc and Mattawa	C. Rankin	Optional	40	1	5 do (from Nov 1, 1886)	125 00
Bolton Centre, Knowlton and Knowlton Landing	L. Poulin	Vehicle	9	1	12 do (less fine)	548 00
Bolton Forest and Railway Station	C. Fortin	do	1/8	6	12 do	26 00
Bonaventure Island and Percé	P. Bossy	Optional	3	3	12 do	60 00
Booth and Dumoine	J. Lafrenière	do	46	1	12 do	300 00
Bordeaux and Railway Station	G. Picard	On foot	½	12	12 do	10 00

Boscobel and Roxton Falls	W. Hackwell	Horse or vehicle	8	1	12	do		30 00
Botreaux and Ormstown	O. Bergevin	Vehicle	4½	2	12	do		42 00
Boulogne and St. Eugène de Grantham	I. Rondeau	Optional	4½	3	12	do		72 00
Bourg Louis and Railway Station	P. Russell	Vehicle	3	6	12	do		75 00
Boynton and Fairfax	R. Towle	do	4¼	3	2	do	(from Feb. 1, 1887)	12 50
Boynton and Railway Station	J. Frosbie	Optional	2	12	12	do		25 00
Brigham and Farnham Centre	P. E. O'Connor	do	⅛	6	12	do		80 00
Brigham and Railway Station	A. S. Newell	do	4	12	12	do		48 00
Bristol and Caldwell	R. Horner	do	5	3	12	do		48 00
Bristol and Maple Ridge	W. Creighton	Vehicle	60 yds.	6	12	do		168 00
Britannia Mills and Railway Station	H. Guilbert	On foot	8	12	12	do		20 00
Britonville and St. Sauveur	G. Hamilton	Horse or vehicle	½	3	12	do		100 00
Brome and Railway Station	E. S. Chapman	Optional	4	6	12	do		60 00
Brompton and Brompton Falls	H. Addison	Horse or vehicle	5	3	12	do		80 00
Brookbury and Robinson	R. Rowe	Vehicle	16	2	12	do		48 00
Brookdale and Montebello	L. Ethier	Horse or vehicle	21	1	10	do	(to Jan 31, 1887)	86 67
do do	do	do	3	1	2	do	from do	22 75
Broughton and Railway Station	J. Stewart	do	5½	3	12	do		45 00
Broughton Station and East Broughton	L. Beaudoin	Vehicle	50 yds.	6	12	do		150 00
Broughton Station and Railway Station	J. McGee	Horse or vehicle	6½	12	10	do	13 dys (to Feb. 13, '87)	20 90
Broughton Station and West Broughton	M. Rousseau	Vehicle	3⅓	6	12	do		140 00
Brownsburg and Mount Maple	J. Warwick	do	21	1	12	do		24 00
Buckingham and High Rock	C. W. Pearson	Boat or vehicle	¼ s., 4 w.	6	12	do		550 00
Buckingham and Railway Station	do	Vehicle	15	12	12	do		97 00
Buckland and St. Lazare	L. Laflamme	Horse or vehicle	18	3	12	do		140 00
Buckland and St. Magloire	P. Tanguay	Vehicle	1/50	3	12	do		177 00
Bulwer and Railway Station	A. Sanborn	Optional	3	12	12	do		20 00
Burnside and St. Hermas Station	J. Wood	do		3	12	do		56 00
Cacouna and Railway Station (*viâ* St. Arsène)	J. B. Beaulieu	do	5	12	12	do		250 00
Cacouna and Railway Station	do	do	2½	12	3	do	3 dys. (to Sept. 3, 1886)	33 56
Calumet Island and Oollfield	J. E. Cahill	do	1½	12	12	do		120 00
Calumet Island and Dunraven	O. Barsalou	Vehicle	5	3	12	do		78 00
Campbellton and Paspebiac	A. Cyr	do	88	6	12	do		3,880 00
Canterbury and Scotstown	R. Groom	do	4	2	12	do		42 00
Cantley and Kirk's Ferry	M. Reid	Optional	3	3	12	do		85 00
Cantley and Lucerne	R. Blackburn	do	19	1	12	do		100 00
Cap à l'Aigle and Murray Bay	A. Desbiens	Vehicle	3	6	Season, 1886			33 00
Cape Cove and Wharf	J. Savage	Optional	½	As req.	do			71 50
Cap Magdeleine and Railway Station	O. Toupin	do	5	12	12	months		180 00
Cap Rouge and Quebec	J. Drolet	Stage	9	6	12	do		199 00
Cap St. Ignace and Railway Station	C. Larue	Optional	1½	12	12	do		90 00
Cap Santé and Les Ecureuils	P. Pagé	Vehicle	4½	6	12	do		150 00
Cap Santé and Portneuf	E. Marcotte	do	5	6	12	do		150 00
Carillon and Lachute	M. Campeau	do	10½	6	12	do		247 00
Carillon and Vaudreuil Station	D. Rochon	do	25½	6	12	do		1,173 75
Casault and Railway Station	J. Ouellet	Optional	2	3	12	do		40 00
Castlebar and Danville	G. W. Barlow	do	5	6	3	do	(to June 30, 1886)	31 25
do do	J. Jaryis	do	5	6	9	do	from do	112 50

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Caughnawaga and Wharf	A. de Lorimer	Vehicle	¾	12	12 months	88 00
Causapscal and Railway Station	R. A. Blais	On foot	250 yds	12	12 do and special expense	58 25
Cedar Hall and Railway Station	J. Smith	Optional	60 yds	6	12 do	12 00
Cedars and St. Dominique Station	E. Bissonnette	Vehicle	4¾	6	12 do	159 60
Chambly Basin and Railway Station	G. E. Mayrand	Optional	¼	12	12 do	80 00
Chambly Canton and Railway Station	J. Hackett	do	¼	12	12 do	80 00
Chambord and Dablon	J. Bilodeau	Horse or vehicle.	17	1	7 do (from Sept. 1, 1886)	40 83
Champlain and Railway Station	J. Abel	Vehicle	2	12	12 do	90 00
Champlain and Vincennes	M Dessureault	Optional	5	3	10 do (to Jan. 31, 1887)	83 33
Channay and Piopolis	F. Poulin	do	9	1	12 do	50 00
Chantelle and Rawdon	A Morin	Vehicle	17	3	12 do	210 00
Chapeau and Fort Coulonge	I. G. Poupore	do	21	3	6 do (from Oct. 1, 1886)	172 50
Chapeau, Pembroke and Fort William	A. S Maloney	do	21	6 & 3	12 do	499 00
Charlemagne and L'Assomption	J. Belhumeur	do	9	6	12 do	250 00
Charlemagne and Montreal	M. Archambeault	do	15	6	12 do	400 00
Charlesbourg and Quebec	E. Lefebvre.	do	5	2	12 do	80 00
Charteris and North Clarendon	J. Ralph	Optional	3	1	9 do (from July 1, 1886)	15 00
Chartierville and La Patrie	A. Daigneau	Vehicle	9	2	12 do	75 00
Chatboro' and St. Philippe	W. Douglas	do	2½	3	12 do	39 00
Chatillon and St. Zéphirin	C. Castonguay	do	5½	3	12 do	64 00
Chaudière Curve and Railway Station	A. Lemieux	Optional	30 yds	12	12 do	20 00
Chaudière Mills and Railway Station	do	Horse or vehicle.	3½	6	12 do	100 00
Chaudière Station and Railway Station	A. McTeer	On foot	300 yds.	6	12 do	35 00
Chaumont and St. Agapit	E. T. Pâquet	Optional	3	3	12 do	40 00
Chelsea and Old Chelsea	H. W. Edmonds	do	1¼	6	12 do	50 00
Chemin Taché and St Cyprien	G. Dallaire	Horse or vehicle.	6	1	12 do	35 00
Chemin Taché and St François Xavier de Viger	O. Tremblay	Optional.	6	2	12 do	60 00
Cherry River and Magog	R. A. Buzzell	Horse or vehicle.	4	2	12 do	75 00
Chester and North Ham	G. Bourassa	Vehicle	13	3	12 do	149 00
Chichester and Fort Coulonge	I. G. Poupore	do	21	3	6 do (to Sept. 30, 1886)	172 50
Chicoutimi and Labarre	E. Girard	do	40	6	12 do	764 00
Chicoutimi and Laterrière	P. Blackburn	do	10	6	12 do	236 00
Chicoutimi and Murray Bay River	A. Savoie	do	53	6	12 do	1,310 00
Chicoutimi and Tremblay	N. Laforge	Optional.	2	6	12 do	80 00
Chicoutimi and Wharf	F. Simard	Vehicle	½	As req.	Season, 1886	66 75

Châte aux Iroquois and L'Annonciation	J. Demers	Horse or vehicle.	15	1	12 months		75 00
Châte aux Iroquois and St. Jovite	P. Maurice	Vehicle	20	2	12 do		180 00
Clairvaux and St. Paul's Bay	E. Gauthier	Horse or vehicle.	7½	2	12 do		72 00
Clapham and Inverness	J. Forbes	Vehicle	13	3	12 do		156 00
Clarenceville and Lacolle Railway Station	M. J. Burnot	do	4	6	12 do		240 00
Clarenceville and Wolf Ridge	do	do	4	3	12 do		40 00
Coaticook and Canaan, U. S.	do	do	19	2	12 do		180 00
Coaticook and North Coaticook	A. Trihey	Horse or vehicle.	1½	12	12 do		50 00
Coaticook and Paquette	E. Tomkins	Vehicle	22	2	12 do		300 00
Coaticook and Rock Island	T. Pâquette	do	19	6	12 do		475 00
Coleraine Station and Railway Station	C. N. Remick	Optional	67 yds.	12	12 do		40 00
Coleraine Station and Sanborn	J. Roberge	do	14	3	6 do	(to Sept. 30, 1886)	104 50
do do	M. Hurley	do	14	3	6 do	from do	98 00
Coleraine Station and Wolfstown	F. Hagarty	On foot	9	3	12 do		128 00
Como and Oka	N. Roy	Horse or vehicle.	1	6	12 do		93 90
Compton and Martinville	C. Chaurette	Vehicle	6	6	12 do		200 00
Compton and St. Edwidge	F. Pierce	do	10	3	12 do		150 00
Contrecœur and Varennes	G. Boulay	do	18	6	12 do	(less fine)	493 00
Cookshire and Island Brook	C. Hurteau	do	10	6	12 do		225 00
Cookshire and Railway Station	J. Miller	Foot or vehicle	¼	12	12 do		52 00
Cooper's Corners and Laguerre	S. J. Osgood	Vehicle	1¼	12	12 do		96 00
Corbin and Frontier	T. Cooper	do	2	6	12 do		60 00
Côteau du Lac and Côteau Landing	A. Roberts	do	3	12	12 do		200 00
Côteau Landing and Railway Station	O. Pharand	do	2	19	6 do	(to Sept. 30, 1886)	16 50
do do	G. Gauthier	do	2	19	6 do	from do	100 00
Côteau Landing and St. Zotique	do	do	2½	6	12 do		60 00
Côteau Landing and Valleyfield	O. Prieur	do					
	St. Francis Tow-Boat Co	Boat or vehicle	6	12	3 do	(see water service)	62 50
Côteau Station and St. Clet	J. Lalonde	Vehicle	6	6	12 do		200 00
Côte St. Louis and Mile End	M. Hotte	Optional	¼	6	12 do		52 00
Côte St. Michel and Montreal	L. Tassé	do	6½	3	12 do		120 00
Côte St. Paul and Railway Station	E. Latour	Vehicle	1	12	12 do		96 00
Covey Hill and Vicars	W. Orr	Optional	2	6	12 do		52 00
Cowansville and Railway Station	J. E. O'Halloran	Vehicle	¼	12	12 do		72 00
Craig's Road Station and Fréchette	N. Fréchette	Horse or vehicle.	2½	3	12 do		50 00
Craig's Road Station and St. Sylvester East	L. Demers	Vehicle	24	6	12 do		590 00
Cranbourne and Culduff	W. Wilson	Horse or vehicle.	5	2	11 do	(to Feb. 28, 1887)	41 25
do do	do	do	5	3	1 do	from do	5 62
Cranbourne and Frampton	V. Lacroix	Optional	8	2	3 do	(to June 30, 1886)	20 00
do do	do	do	8	3	9 do	from do	90 00
Cross Point and Matapedia	C. Keane	do	14		Special trips		46 40
Cross Point and Ste. Anne de Restigouche	C. Guay	Vehicle	2	6	12 months		100 00
Cross Point and Sillarville	A. McDonald	Optional	10½	2	12 do		84 00
Cumberland Mills and River Gilbert	T. J. Taylor	do	8	1	12 do		50 00
Dalesville and Edina	J. Tomalty	Vehicle	6	1	12 do		30 00
Dalesville and Lachute	P. McArthur	Horse or vehicle.	6	6	12 do		180 00
Dalesville and Louisa	W. Watchorn	Vehicle	5	2	12 do		44 00
Dalesville and St. Michel de Wentworth	M. Miller	do	9	7	12 do		42 00

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Dalhousie Mills and Peveril	A. Morrison	Vehicle	2	6	12 months	60 00
Dalling and South Ely	L. W. Weed	Optional	6	3	6 do (to Sept. 30, 1886)	55 00
Danby and Railway Station	S. D. McGee	do	50 yds.	12	12 do	12 00
Danford Lake and Kazubazua	J. Barnes	do	9	2	6 do (to Sept. 30, 1886)	45 00
do do	H. Heney	do	9	2	6 do from do	45 00
Danford Lake and Otter Lake	do	do	18	1	12 do	120 00
Danville and Railway Station	R. M. Gibson	On foot	½	6	12 do	34 00
Danville and St. Camille	W. Painchaud	Vehicle	17	3	3 do (from Jan. 1, 1887)	62 50
Danville and St. George de Windsor	J. Godbout	Horse or vehicle	10	3	12 do	120 00
Danville and South Ham	G. Goodenough	do	24	3	9 do (to Dec. 31, 1886)	299 25
do do	L. A. Turcotte	do	24	3	3 do from do	92 50
D'Auteuil and Kingsey Falls	J. D. Morin	do	6½	1	3 do (to June 30, 1886)	10 00
do do	do	do	6½	2	9 do from do	60 00
Denison's Mills and Richmond, East	J. R Denison	do	7	2	12 do	125 00
Derby Line, Rock Island, Stanstead and Ry. Station	H. A. Channell	Vehicle	1½	12	12 do	180 00
Deschambault and Railway Station	O. Perrault	do	2½	12	9 do (to Dec. 31, 1886)	44 25
do do	do	do	2½	12	3 do from do	24 75
Desjardins and Railway Station	A. Blondeau	Optional	100 yds.	12	12 do	20 00
Dewittville and Railway Station	J. Holiday	Vehicle	¾	12	12 do	75 00
Dillonton and Eastman	F. P. Dufresne	do	3	3	12 do	63 00
D'Israeli and Railway Station	J. E. Rheault	Optional	120 yds.	12	12 do	32 00
Dixville and Railway Station	O. Baldwin	do	½	12	12 do	60 00
Domaine de Gentilly and Gentilly	D. Beauchesne	Vehicle	9	2	12 do	45 00
Dorval and Railway Station	D. Descary	do	¾	12	12 do	100 00
Doyle and Sheenboro'	J. Bush	Horse or vehicle	12	1	12 do	70 00
Drummondville and Melbourne	D. Cussan	do	24	6	12 do	579 00
Drummondville and Railway Station	J. F. Picotin	On foot	⅓	12	12 do	48 00
Drummondville and St. Cyrille de Wendover	S. Guévremont	Vehicle	5	3	3 do (to June 30, 1886)	18 50
do do	do	do	5	6	9 do from do	111 00
Duclos and Wakefield	A. A. Duclos	Horse or vehicle	15	2	9 do (to Dec. 31, 1886)	69 00
do do	S. F. Gatignol	do	15	2	3 do from do	23 75
Dudswell Centre and Railway Station	W. H. Lothrop	Vehicle	1	12	12 do	150 00
Dudswell Centre and South Dudswell	E. F. Orr	do	4½	2	9 do (to Dec. 31, 1886)	30 00
Dufresne's Mills and South Durham	J. O. Dufresne	do	4	6	12 do	50 00
Dunboro', Scotsmore and Railway Station	F. E. Scott	do	2½ & 2	3 & 6	12 do	65 00
Dundee and Railway Station	J. Tyo	do	¾	12	12 do	100 00

Dunham and East Dunham	J. G. Wales	do	3½		6	12	do		141 00
Dunham, Stanbridge, East and Stanbridge Station	J. H. Martin	do	13 & 7		6	12	do		447 00
East Angus and Linda	D. B. Hall	do	1½		3	12	do		39 00
East Angus and Railway Station	F. P. Buck	do	100 yds.		12	12	do		16 00
East Angus and South Dudswell	E. F. Orr	do	4½		3	3	do	(from Jan. 1, 1887)	15 00
East Arthabaska and Larochelle	L. Boulanger	do	4		3	12	do		50 00
East Arthabaska and St. Fortunat	P. Janeau	do	17		3	12	do		300 00
East Arthabaska and Stanfold	D. Luneau	do	5		6	12	do		195 00
East Clifton, Sawyerville and Canaan, U.S	W. Sawyer	Horse or vehicle.	28 & 6	2 & 1	6	12	do		250 00
East Farnham and Railway Station	C. Mansfield	Vehicle	1		6	12	do		80 00
do do	do	do	1		6	12	do		20 00
East Magdala and Lyster	A. Rousseau	do	4		1	12	do		26 00
Eastman and Railway Station	T. Perdue	Optional	¾		6	12	do		48 00
East Templeton and Perkins	J. Freney	Horse or vehicle.	9		2	5	do	(to Aug. 31, 1886)	41 67
do do	P. Freney	do	9		2	7	do	from do	58 33
East Templeton and Railway Station	P. Devost	Vehicle	1		12	12	do		110 00
Echo Vale and Railway Station	J. P. Jones	On foot	33 yds.		12	12	do		18 00
Echo Vale Railway Station and Piopolis	J. Francœur	Vehicle	8½		6	12	do		240 00
Eden Dale and Table Falls	C. Johnson	do	6		1	12	do		34 00
Egypte and St. Ephrem d'Upton	C. Dupont	do	8½		1	12	do		195 00
Elgin Road and Railway Station	F. Bélanger	Optional	1		6	12	do		30 00
Elmside and Rannock	R. Campbell	do	3		3	12	do		75 00
Emileville and St. Pie	M. Gauthier	do	1		6	12	do		40 00
Escuminac and Fleurant	I. LeBlanc	Horse or vehicle.	8		1	12	do		25 00
Esquimaux Point and Lourdes du Blanc Sablon	P. Théberge	Optional	304		3 trips, season '86-87 and arrears				440 00
Esquimaux Point and Moïsie	C. Ahiers	do	150		4	do	season '86-87		670 00
Etchemin and Lévis	F. Samson	do	6		12	12 months			250 00
Etchemin and St. Jean Chrysostôme	A. Pichet	Vehicle	3		6	6	do	(to Sept. 30, 1886)	50 00
do do	do	do	3		6	6	do	from do	56 00
Etchemin and South Quebec	P. E. Bourassa	do	4		6	2	do	(from Feb. 1, 1887)	16 67
Farnboro' and West Shefford	J. Enright	Optional	2½		3	12	do		52 00
Farndon and Railway Station	A. Truax	do	14 rods.		6	9	do	(to Dec. 31, 1886)	18 75
do do	S. Paquette	do	14 rods.		6	3	do	from do	6 25
Farnham and Magenta	J. Fournier	Vehicle	5		2	12	do		50 00
Farnham and Railway Station	S. S. Choquette	Optional	¼		30	12	do		130 00
Farnham and Stanbury	P. Beattie	Horse or vehicle.	8		2	12	do		80 00
Father Point and Rimouski	P. Beaulieu	Vehicle	6½		6	12	do		140 00
Fleurian and Ste. Luce	A. Caron	do	18		2	12	do		120 00
Fontenelle and Gaspé Basin	J. Stanley	Horse or vehicle.	8		1	12	do		32 00
Fontenoy and Melbourne	S. Fraser	Vehicle	6		2	12	do		48 00
Fort Coulonge and Portage du Fort	J. B. Kelly	do	23		6	12	do		999 00
Fortierville and St Jean des Chaillons	J. B. Fortier	do	9½		3	12	do		75 00
Fortin and Matane	N. Fortin	do	6		1	12	do		30 00
Foster and Railway Station	C. B. Inglis	Optional	1⅓		12	12	do		12 00
Fox River and Grande Grève	J. Philibert	do	20		3	12	do		298 00
Fox River and Ste. Anne des Monts	A. Lepage	do	107		2	12	do		1,054 75
Frampton and Ste. Hénédine	J. Audette	Vehicle	13		6	12	do		250 00

Report No. 2, B—*Continued.*

Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Frampton and Springbrook	J. Clark	Horse or vehicle	4	3	12 months	60 00
Franklin Centre and Hemmingford	T. Lemieux.	do	16	6	3 do (to June 30, 1886)	131 25
do do	C. McGinnis	do	16	6	9 do from do	307 50
Franklin Centre and Huntingdon	J. Paulman.	do	16	6	12 do	445 00
Franklin Centre and Starnesboro'	S. Huet.	Optional	2	6	12 do	64 00
Frelighsburg and North Pinnacle	G. C. Chadburn	Vehicle	6½	3	12 do	89 48
Frelighsburg and St. Armand Station	A. Shelters	Horse or vehicle	10	6	12 do	368 00
Frelighsburg and Sweetsburg	A. Pickle	Vehicle	13½	6	12 do	339 00
Frost Village and Waterloo	G. Moynan	do	2½	6	12 do	94 00
Fulford and Waterloo	L. Bourgeois	do	4	2	12 do	60 00
Galson and Gould	M. L. McIver	do	5½	2	12 do	42 00
Garland and St Chrysostôme	F. Delisle	do	3	3	12 do	48 00
Garthy Station and Railway Station	T. Jacques	On foot	⅛	12	12 do	73 32
Gasparine and Holton	F. Delage	Optional	3	2	3 do (from Jan. 1, 1887)	8 50
Gaspé Basin and Gaspé Bay, South	J. H. Eden	Vehicle	4½	3	12 do	60 00
Gaspé Basin and Grande Grève	A. G. Bennett	Optional	15	3	12 do	230 00
Gaspé Basin and Percé	D. Grant	Vehicle	36	6	12 do	1,400 00
Gaspé Basin and Wharf	A. J Carter	Optional	¼	As req.	Season, 1886	58 00
Genoa and St. Hermas	J. Gordon	do	3½	2	12 months	48 00
Georgeville and Knowlton Landing	D. A. Bullock	do	2¼	6	1 do (to April 30, 1886)	16 64
do do	do	do	2¼	6	6 do (from Oct. 1, 1886)	39 00
Georgeville and Magog	E. G. Merrick	Vehicle	10	6	3 do (to June 30, 1886)	75 00
do do	C. A. Rexford	do	10	6	9 do from do	195 00
Georgeville and Magoon's Point	A. Magoon	Horse or vehicle	5½	2	12 do	52 00
Georgeville and Smith's Mills	W. Tuck	do	10½	6	3 do (to June 30, 1886)	73 75
do do	W. H. Rediker	do	10½	6	7 do (to Jan. 31, 1887)	157 50
Georgeville and Stanstead Junction	do	do	13	6	2 do from do	55 83
Geraldine and Stockwell	C. Newman	do	3½	2	12 do	26 00
Glen Iver and Sherbrooke	J. McIver	Vehicle	7½	1	10 do (to Jan. 31, 1887)	26 66
do do	do	do	7½	2	2 do from do	10 66
Glen Robertson and Mongenais	W. Robinson	do	8	6	12 do	218 00
Gould and North Hill	D. W. McDonald	do	4½	2	12 do	42 00
Gould and Red Mountain	C Smith	do	5	2	12 do	40 00
Gould and Robinson	P. Dunsmore	do	12	6	9 do (to Dec. 31, '86; less fines)	248 25
Gould and Scotstown	S. Labonne	do	7½	6	3 do from do	55 00

Gould Station and Railway Station	B. H. Cowan	Optional	¼	12	12	do		40 00
Grandboro' and Granby	G. Vittie	Vehicle	6	3	9	do	(to Dec. 31, 1886)	90 00
do do	do	do	6	3	3	do	from do	28 50
Granby and Milton	E. Caroline	do	9	6	12	do		299 00
Granby and Railway Station	S. Page	Optional	⅛	12	12	do		75 00
Granby and Shefford Mountain	E. Deslauriers	Horse or vehicle	8	3	12	do		150 00
Grande Baie and L'Anse St. Jean	R. Gagnon	Optional	54	2	12	do		230 00
Grand Cascapedia and New Richmond	W. Robertson	Horse or vehicle	4½	2	12	do		80 00
Grandes Coudées and Jersey Mills	M. Cahill	do	14	3	12	do		180 00
Grande Ligne and Mont St. Nicholas	M. Boissonnault	Optional	2¼	3	12	do		40 00
Grand Métis and St. Octave Station	W. E. Page	Vehicle	3	12	9	do	(from July 1, 1886)	112 50
Grandes Piles and Ste. Flore	J. B. G. Lajoie	do	7	6	1	do	(to April 30, 1886)	12 41
do do	T. Maheun	do	7	6	11	do	from do	126 50
Grand River and Wharf	T. A. Boudin	Optional	4	As req.	Season, 1886			61 00
Grand St. Esprit and Ste. Monique	J. A. Pinard	Vehicle	2¾	3	12 months			50 00
Green River and St. Antonin	J. April	Horse or vehicle	3½	6	12	do		60 00
Green River and St. Modeste	O. Chouinard	do	5	6	12	do		115 00
Greer Mount and Thorne Centre	T. Hodgins	do	6	3	12	do		50 00
Grenville and Lost River	A. McPhee	Vehicle	19	2	12	do		156 00
Grenville and Railway Station	H. F. Cumming	do	1½	6	3	do	(to June 30, 1886)	25 00
do do	J. A. Williamson	do	1½	6	9	do	from do	36 00
Grondines and Railway Station	L. Côté	do	3½	12	12	do		192 00
Hadlow Cove Road and St David de Lévis	J. Hallé	Optional	1	6	12	do		50 00
Hallerton and Hemmingford	T. Kenney	Vehicle	4¾	3	12	do		75 00
Halverson and Masham Mills	J. Moore	Horse or vehicle	11	2	12	do		100 00
Hardwood Flat and Robinson	S. W. Tracy	Vehicle	3½	2	9	do	(from July 1, 1886)	19 50
Harrington and Rivington	D. McIntosh	do	5	1	12	do		26 00
Hatley and Railway Station	T. B. Curtis	do	3½	6	9	do	(to Dec. 31, 1886)	138 75
do do	B. Martin	do	3½	6	3	do	from do	31 25
Heathton and South Barnston	W. W. Heath	do	9/10	6	2	do	(from Feb. 1, 1887)	6 66
Hedleyville and St. Roch de Québec	J. DeBlois	On foot	⅜	12	12	do		62 60
Helena and White's Station	P. Tallon	Vehicle	3¼	6	12	do		198 00
Hemison and St. Malachie	T. Smith, jun.	Horse or vehicle	3	1	12	do		25 00
Hemmingford and Roxham	W. C. Kingsbury	Vehicle	5	2	12	do		35 00
Henrysburg and Lacolle	G. Giroux	do	8½	3	12	do		120 00
Henryville and Stanbridge Station	P. Girard	do	8	6	12	do		189 00
High Rock and Notre Dame du Laus	D. Vincent	Horse or vehicle	29	1	12	do		200 00
Hochelaga and Longue Point	J. H. Brown	Vehicle	3¾	6	12	do		156 00
Hochelaga and Montreal	do	Optional	2¾	18	12	do		350 00
Holland's Mills and Challifoux Point	A. Holland	do	2½	3	12	do		55 00
Holton and Ste. Clothilde de Chateauguay	F. Delage	Vehicle	3	2	9	do	(to Dec. 31, 1886)	25 50
do do	C. B. Bergevin	do	2	3	1	do	14 dys. (from Feb. 15, '87)	4 25
House Harbor and Magdalen Islands	P. Turnbull	Optional	30	Ftly.	Season, 1886			70 00
Howick and Railway Station	J. Marchant	Vehicle	¼	12	12 months			49 00
Howick and St. Chrysostôme	P. Hébert	do	9	6	12	do		240 00
Hunterstown and Louiseville	T. Marineau	do	17	6	12	do		370 00
Huntingdon and Railway Station	T. Paulman	do	½	12	12	do		70 00

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Inverness and Kinnear's Mills	J. Franklin	Optional	9½	3	12 months	128 00
Inverness and Leeds	H. McCutcheon	Horse or vehicle.	12	6	12 do	394 00
Inverness and New Ireland	J. Jamieson	Vehicle	17	3	12 do	178 00
Inverness and Ste. Julie de Somerset	D. Johnston	do	9½	6	3 do (to June 30, 1886)	66 00
do do	W. Johnston	do	9½	6	9 do from do	198 00
Iron Hill and Sweetsburg	W. Moffat	do	8	3	12 do	120 00
Isle aux Coudres and St. Paul's Bay	J. Dufour	Optional	9	2	9 do (to Dec. 31, 1886)	234 00
do do	do	do	9	2	3 do from do	85 00
Isle aux Coudres and Wharf	E. Dufour	do	6	As req.	Season, 1886	87 75
Isle aux Grues and Montmagny	N. Lebel	do	6	2	12 months	225 00
Isle Bizard and Ste. Geneviève	A. Barbeau	Vehicle	½	6	12 do	50 00
Isle Perrot and Ste. Anne de Bellevue	J. Montpetit	Horse or vehicle.	7	6	12 do	156 00
Isle Verte and Notre Dame de l'Isle Verte	T. Fraser	Optional	6	1	12 do	50 00
Isle Verte and Railway Station	L. A. Bertrand	do	1	12	12 do	80 00
Isle Verte and St. Paul de la Croix	A. Boucher	Horse or vehicle	10	2	6 do (to Sept 30, 1886)	37 50
do do	do	do	10	2	6 do from do	50 00
Jersey Mills and Marlow	M. Cahill	do	13	3	12 do	230 00
Johnville and Railway Station	C. Smith	Optional	¼	6	12 do	28 00
Joliette and Railway Station	J. Mireault	Vehicle	8	12	12 do	544 00
Joliette and St. Liguori	O. Robichaud	do	9	6	12 do	147 00
Joliette and Ste. Mélanie	L. Belleville	do	14	6	12 do	285 00
Joliette and St. Paul d'Industrie	F. Perreault	do	4	6	12 do	80 00
Joynt and North Wakefield	R. Joynt	Horse or vehicle.	9	2	12 do	105 00
Kamouraska and Railway Station	J. B. Pelletier	Vehicle	5	12	12 do	300 00
do do	N. Pelletier	do	5	12	12 do	150 00
Kamouraska and St. Germain de Kamouraska	J. Moreau	do	7	1	8 do (from Aug. 1, 1886)	26 67
Katevale and North Hatley	H Courtemanche	Horse or vehicle.	4½	2	2 do (to May 31, 1886)	7 00
Katevale and Railway Station	do	do	1½	6	5 do (to Oct. 30, 1886)	23 32
do do	E. Lemay	do	1½	6	5 do from do	23 34
Kazubazua and Lake St. Mary	S. C. Kenney	Optional	5	1	3 do (to June 30, 1887)	7 50
do do	X. Levéille	do	5	1	9 do from do	37 50
Kazubazua and Venosta	J. McCaffrey	Horse or vehicle	7	1	12 do	50 00
Keith and Robinson	J. McLennan	do	8½	3	3 do (from Jan. 1, 887)	24 00
Kelso and Trout River Railway Station	J. Morison	Optional	3½	6	12 do	130 00

Kildare and St. Alphonse	T. Jenson	Vehicle	12	3	12	do		156	00
Kingsey Falls and Lorne	M. Morin	Horse or vehicle	4	12	12	do		230	00
Kingsey Falls and Robson	H. Gagnon	Vehicle	7	2	6	do	(from Oct. 1, 1886)	30	00
Kinnear's Mills and Leeds	T. McCutcheon	do	9	3	3	do	(to June 30, 1886)	29	75
do do	H. F. Goff	do	9	3	9	do	from do	120	00
Knowlton and Railway Station	S. N Courtney	do	¼	24	12	do		72	00
Knowlton and St. Etienne de Bolton	L. Poulin	Horse or vehicle	9	3	12	do		135	00
La Baie and Nicolet	T. Vigneau	Vehicle	9	6	6	do	(to Sept. 30, 1866)	120	00
do do	R. Garrison	do	9	6	6	do	from do	124	50
La Baie and St. Zéphirin	T. Vigneau	do	8	6	12	do		220	00
La Baie and Yamaska	do	do	24½	6	12	do		750	00
Labarre and Metabechouan	C. Hébert	do	30	6	12	do		780	00
La Beauce and Railway Station	J. B. Gregoire	Foot or vehicle	½	12	10	do	13 days (to Feb. 13,'87)	43	54
La Beauce and St. Elzéar	I. Racine	Horse or vehicle	3	6	12	do		80	00
L'Acadie and St. Jacques le Mineur	E. F. Poirier	Vehicle	5	6	12	do		160	00
Lachenaie and Terrebonne	A. Lapierre	Horse or vehicle	4½	6	12	do		141	00
Lachevrotiére and Railway Station	V. Portelance	Optional	½	6	12	do		12	00
Lachine and Lachine Rapids	D Dunberry	Vehicle	3½	6	12	do		130	00
Lachute and Lachute Mills	J. Fish	Optional	1	12	12	do		62	00
Lachute and Lakefield	A. McKnight	Horse or vehicle	9	2	12	do		104	00
Lachute and Railway Station	G. L. Meikle	Optional	⅙	12	12	do		36	00
Lachute and Shrewsbury	J. Armstrong	do	14½	2	12	do		133	00
Lac Masson and St. Jérôme	T. Legault	Vehicle	22	3	12	do		195	00
Lac Masson and Ste. Lucie de Doncaster	N. Forget	do	10	2	9	do	(to Dec. 31, 1886)	78	00
do do	do	do	10	3	3	do	from do	39	00
Lacolle and Odelltown	J. McCallum	do	3	3	12	do		48	00
Lacolle and St. Bernard-Sud	T. Samoisette	do	2	3	6	do	(to Sept. 30, 1886)	15	00
do do	J. B. Bédard	do	2	3	6	do	from do	15	00
Lac Rond and Namur	B. Corbeil	Optional	7	1	10	do	(from June 1, 1886)	33	33
La Décharge de la Rivière à l'Ours and La Fourche des Chemins	J. Sheehy	Vehicle	6	1	12	do		36	00
Lake Aylmer and Lake Weedon	A. Gagnon	do	12	6	12	do		179	00
Lake Beauport and Quebec	P. Brown	do	13	2	12	do		150	00
Lake Etchemin and Langevin	L. Mercier	Horse or vehicle	12	3	3	do	(to June 30, 1886)	36	25
do do	do	do	12	3	3	do	(to Sept. 30, 1886)	48	33
do do	do	do	12	6	6	do	from do	145	00
Lake Etchemin and Ste. Rose de Watford	A. Chabot	do	12	1	12	do		50	00
Lake Etchemin and Standon	J. Fortin	do	12	3	5	do	(to Aug. 31, 1886)	56	25
do do	do	do	12	6	7	do	from do	157	50
Lake Témiscamingue and Mattawa	E. J. Smith	Optional	131	1	7	do	(to Oct. 31, 1886)	737	59
do do	do	do	142	1	5	do	from do	568	19
Lake Témiscamingue and North Témiscamingue	A. McBride	do	26	1	6	do	(from Oct. 1, 1886)	100	00
Lake Weedon and Railway Station	F. Briére	Vehicle	60 yds.	6	12	do		24	00
Lamartine and L'Islet Station	P. Gloutier	Optional	3	4	12	do		50	00
Lambton and Railway Station	L. Langlois	do	14	6	12	do		375	00
Lambton and Stornoway	E. Boulanger	do	9	6	12	do		212	00
Lambton and Valletort	A. Blouin	Horse or vehicle	8	6	12	do		250	00
Landreville and Ormstown	V. Brault	Vehicle	4	2	12	do		50	00

Report No. 2, B—*Continued.*

Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Land Villa and Railway Station	C. Lavalle	Vehicle	6	2	12 months	40 00
Lanoraie and Railway Station	P. Delisle	do	6	6	12 do	89 50
L'Anse à Giles and Railway Station	J. F. Giasson	Horse or vehicle	2	6	12 do	65 00
L'Anse à la Cabane and Magdalen Islands	W. Cormier	Boat	8½	1	Season, 1886	40 00
L'Anse au Foin and Tremblay	E. Harvay	Vehicle	8	2	12 do	78 00
La Petite Rivière and Railway Station	A. Roy	On foot	½	12	12 do	35 00
La Petite Rivière St. François and St. Cassien de Caps	P. Bouchard	Horse or vehicle.	7	6	12 do	200 00
La Patrie and Notre Dame des Bois	I. Frament	Vehicle	10	3	12 do	85 00
La Plaine and Railway Station	C. Gauthier	do	1¼	12	12 do	12 00
Laprairie and St. Philippe	G. S. Alexander	do	6	6	12 do	136 00
La Présentation and St. Hyacinthe	E. Provençal	do	6	6	12 do	200 00
L'Assomption and Railway Station	E. Archambault	do	4½	12	12 do	250 00
L'Assomption and St. Sulpice	J. Royal	do	5	6	12 do	175 00
Laurentides and Railway Station	J. M. Latour	Optional	½	12	12 do	80 00
Laurentides and St. Calixte de Kilkenny	D. Thouin	Vehicle	10	3	12 do	150 00
Laurel and Lost River	M. McCluskey	do	6	1	12 do	36 00
Lauzon and Lévis	H. Martin	Horse or vehicle.	2	12	12 do	100 00
Lauzon and St. Joseph de Lévis	E. Ruel	Optional	1¼	12	12 do	140 00
Laval and Quebec	T. Keough	Vehicle	17	2	12 do	100 00
Lavaltrie and Railway Station	A. A. Laviolette	do	8	6	12 do	192 00
Lawrenceville and North Stukely	C. Grondin	Optional	4	3	12 do	100 00
Lazy Bogan and New Richmond	R. Brash	do	45	6	2 do 9 dys. (to Aug. 21, '86)	234 00
Leeds and St. Sylvester	J. Craigie	Vehicle	9	3	12 do	100 00
Lennoxville and Milby	A Aldrich	Optional	5	6	12 do	124 00
Lennoxville and Railway Station	E. W. Abbott	On foot	1/11	24	12 do	101 00
Leopold and Shrewsbury	J. Thompson	Vehicle	6	2	12 do	60 00
L'Epiphanie and Railway Station	E. Leblanc	do	2¼	12	12 do	100 00
L'Epiphanie and St. Jacques	G. Forest	do	12½	6	12 do	325 00
L'Epiphanie and Ste. Julienne	S Bertrand	do	18	6	12 do	350 00
Les Eboulemens and Settrington	T. Lapointe	Horse or vehicle	8	2	12 do	55 00
Les Eboulemens and Wharf	J. Tremblay	Optional	3	3	Season, 1886.	318 00
Les Escoumains and Sault au Cochon	M. Boissonnault	Vehicle	35	3	12 months	675 00
Les Escoumains and Tadousac	R. Morin	do	27	3	9 do (to Dec. 31, 1886)	374 25
do do	L. Deschenes	do	27	1	9 do do do	120 00
do do	F. Brisson	do	27	4	3 do from do	120 00

Lévis and Quebec	H. Martin	Optional	1	12	1	do	(to April 30, 1886)		25 00
do do	do	do	1	18	7	do	(to Nov. 30, 1886)		262 50
do do	do	do	1	12	4	do	from do		100 00
do do	do	do	1		Special service				18 00
do do	E. Guay	do	1		Special trips				80 00
Lévis and Grand Trunk Railway Station	F Bégin	do	1		do				17 40
do do	J. Rouleau	do	1		do				13 75
Lévis and Intercolonial Railway Station	H. Martin	do	¼	24	12 months				90 00
Lévis and Quebec Central Railway Station	F. Bégin	do	¼	12	10	do	13 dys. (to Feb. 13, '87)		39 19
Lévis and St. Michel	N. Guay	Vehicle	15	6	12	do			255 00
Lévis and Street Letter Boxes	M. Gagnon	do	2⅓	18	12	do			313 00
Lévis and Sub-Office	E. Bédard	Optional	⅓	12	12	do			200 00
Lévis and Three Rivers	H. Lavigne	Vehicle	92	6	3	do	(to June 30, 1886)		695 00
do do	P. Genest	do	92	6	9	do	from do		1,935 00
Lineboro' and Railway Station	J. Wood	On foot	⅛	12	12	do			16 00
Linière and Metgermette	T. Gagné	Horse or vehicle	13½	2	12	do			171 00
L'Islet and Railway Station	M. E. Ballantyne	Optional	2¼	12	12	do			140 00
do do do	do	do	2¼	12	7	do	13 dys. (broken period)		86 79
L'Islet Station and St. Cyrille	J. B. Cloutier	do	7½	2	12	do			104 00
Longueuil and St. Lambert Railway Station	P. Lespérance	do	3	12	5	do	(to Aug. 31, 1886)		93 75
Longueuil and St. Lambert and Longueuil Railway Stations	I Brodeur	do	3 & ⅛	6	2	do	(to Oct. 31, 1886)		30 00
Longueuil and Railway Station	G. Prissette	do	⅜	18	3	do	(to Jan. 31, 1887)		27 50
Lorette and Railway Station	L. Richard	Vehicle	2	12	12	do			200 00
Lorne and Railway Station	E. D. Adams	On foot	200 yds.	6	12	do			40 00
Lotbinière and Rivière Boisclair	J. N. Lemay	Horse or vehicle	6	3	12	do			75 00
Louiseville and Railway Station	P. Picotte	Optional	½	12	12	do			39 00
Louiseville and Ste. Ursule	do	do	5½	6	12	do			220 00
Lourdes and Somerset	G. Nadeau	Horse or vehicle	8	1	12	do			50 00
Low and Maniwaki	W. Brooks	do	54	3	12	do			1,700 00
Low, Maniwaki and North Wakefield	do	do	54 & 11	3 & 6	12	do			1,900 00
Lucerne and Poltimore	J. H. Bonsall	do	4	2	12	do			40 00
Macnider and St. Damase de Rimouski	F. X Perreault	Vehicle	6½	1	12	do			36 67
Maddington Falls and Railway Station	E. Madley	do	4½	6	4	do	(to July 31, 1886)		16 66
do do	M. Crochetière	do	4½	6	8	do	from do		53 33
Magog and Railway Station	L. Allard	do	¼	12	3	do	(to June 30, 1886)		22 50
do do	do	do	¼	12	9	do	from do		75 00
Malmaison and Notre Dame de Stanbridge	J. Granger	do	3	6	12	do			90 00
Maniwaki and Montcerf	P. Paradis	Horse or vehicle	15	1	10	do	(from June 1, 1886)		79 17
Maniwaki and River Joseph	T. White	Optional	8	1	9	do	(to Dec. 31, 1886)		56 25
do do	do	do	8	1	3	do	from do		13 50
Mansonville and Railway Station	W. B. Manson	Vehicle	2½	6	12	do			125 00
Mansonville and Vale Perkins	M. Geer	Horse or vehicle	5½	3	11	do	(to Feb. 28, 1887)		55 00
do do	C. H. Gordon	do	5½	3	1	do	from do		5 00
Mansonville Railway Station and West Potton	M. L. Elkins	Vehicle	3	3	12	do			60 00
Maple Grove and Richardville	D. Poudrier	Optional	7	3	9	do	(to Dec. 31, 1886)		71 25
do do	J. Neagle	do	7	3	3	do	from do		24 00
Maple Grove, St. Sophie de Mégantic and Somerset	T. Dubois	do	27	3	12	do			250 00

Report No. 2, B—*Continued.*

Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Maple Grove and Wolfstown, *viâ* Gosford Road	R. Boulanger	Vehicle	6½	2	12 months	75 00
Maple Leaf and Sawyerville	W. G. Planche	Horse or vehicle.	3½	3	12 do	60 00
Marbleton and Railway Station	O. Coté	Vehicle	3½	12	12 do	202 00
Marlow and U. S. Boundary Line	D. M. Cathcart	Horse or vehicle.	14½	3	12 do	150 00
Marsden and Railway Station	J. D. Morison	Vehicle	⅛	12	12 do	24 00
Marsden and Whitwick	J. R McDonald	do	3	2	12 do	36 00
Mascouche and Mascouche Rapids	G. Alexander	do	3½	3	9 do (from July 1, 1886)	56 25
Mascouche and Railway Station	D. Larose	do	1¼	6	12 do	98 00
Masham Mills and Wakefield	P. Bertrand	Horse or vehicle.	7	1	12 do	50 00
Mastigoche and St. Gabriel de Brandon	J. O. Hénault	Vehicle	9	1	12 do	36 00
Matane and Railway Station	W. Pelletier	Optional.	28	6	12 do	494 00
Matane and Ste. Anne des Monts	S. Letourneau	do	57	3	12 do	598 00
Matapedia and Railway Station	D. Fraser	On foot	200 yds.	12	12 do	45 00
Matapedia and Runnymede	J. Lawlor	Optional	12	1	12 do	70 00
Mayo and Thurso	C. Conroy	do	8	2	12 do	75 00
Melbourne and New Rockland	A. Torrance	do	7	6	12 do	250 00
Melbourne and Richmond Station	J. Largie	do	2	12	5 do (to Aug 31, 1886; and arrears)	64 58
do do	do	do	2	12	7 do (from Sept. 1, 1886)	29 17
Melbourne and Upper Melbourne	N. Coburn	do	⅘	13	12 do	100 00
Melbourne and Waterloo	S. Jamieson	Horse or vehicle.	33	3	12 do	500 00
Metabechouan and Roberval	A. G. Matte	Vehicle	18	6	12 do	472 00
Méthot's Mills and Ste Agathe	J. Fournier	Horse or vehicle	8	6	12 do	180 00
Méthot's Mills and St Flavien	do	do	4	6	12 do	125 00
Métis and Métis Point	W. E. Page	Optional	6	6	Season, 1886	60 00
Métis and Métis Road Station	do	Vehicle	3½	12	3 months (to June 30, 1886)	37 50
Mille Isles and St. Jérôme	T. Campbell	do	12	2	12 do	120 00
Minton and North Hatley	A. E. Fish	do	2½	3	2 do (from Feb. 1, 1887)	8 66
Mont Carmel and Railway Station	R. Lavoie	Horse or vehicle.	3	4	12 do	65 00
Montebello and Railway Station	C. Major	Foot or vehicle..	¼	6	3 do (to June 30, 1886)	12 50
do do	do	do	¼	6	9 do from do	30 00
Montfort and Morin Flats	M. Boulairy	Vehicle	6	2	12 do	52 00
Montmagny and Railway Station	L. P. Gendreau	do	1	12	12 do	120 00
do do	C. Larcher	do	1	12	12 do	100 00
Montmorency Falls and Quebec	L. Laplante	Horse or vehicle.	8	6	12 do	280 00
Montreal Division					Special trips; snow blockade on railway	369 75

Montreal and Notre Dame de Grace	P. M. Hennickson.	Vehicle	3½	12	3 months	(to June 30, 1886)	45 00
do do	C. F. Tilly	do	3½	12	9 do	from do	135 00
Montreal and Outremont	S. Cooke	do	3½	6	7 do	(from Sept. 1, 1886)	23 33
Montreal and C. P. Railway Station	C. A. Dumaine	do	½	67 & 73	12 do	(and extra trips)	1,597 95
Montreal Receiving Houses and Street Letter Boxes.	P. Kennedy	do		49	5 do	(to Aug 31, 1886)	1,601 25
do do	do	do		49	7 do	from do	2,256 33
Montreal and St. Eustache	J. B. Binette	do	21	6	3 do	(to June 30, 1886)	200 00
do do	H. Munila	do	21	6	9 do	from do	750 00
Montreal, St. Gabriel de Montreal and Point St. Charles	J. Skeith	do	1½ & ½	18 & 12	3 do	(to June 30, 1886)	55 00
Montreal and St. Gabriel de Montreal	P. Doyle	do	2	18	9 do	from do	187 50
Montreal and Sault au Recollet	F. St Vincent	do	7	6	12 do		150 00
Montreal and Varennes	H. Brodeur	do	15	6	12 do		650 00
Montreal and Wharf	C. A. Dumaine	do	½	12	Season, 1886		121 80
Moore's Station and Railway Station	P. O Moore	do	½	12	12 months		12 00
Morin Flats and St. Adolphe de Howard	H. Pâquet	do	9	1	9 do	(from July 1, 1886)	33 75
Mount Johnson and Versailles	F. X. Lafontaine	Horse or vehicle	4	6	12 do		125 00
Murray Bay and Ste. Agnès	J. Savard	do	9	3	12 do		69 72
Murray Bay and St Paul's Bay	A. Bouchard	Vehicle	30	6	12 do		1,170 00
Murray Bay and Tadousac	J. Gaudrault	Optional	42	4	12 do		660 00
Murray Bay and Wharf	F. Tremblay	do	3	As req.	Season, 1886		187 00
Murray Bay River and St. Paul's Bay	A. Côté	Vehicle	37	6	12 months		730 00
Namur, Papineauville Station and St. André Avellin	D. Ranger	do	9½ & 23	6 & 3	12 do		500 00
Napierville and Stottville	F. Hétier	do	7	6	12 do		145 00
Neigette and Ste. Flavie Station	N. Beaulieu	Horse or vehicle	6½	3	12 do		80 00
New Armagh and St. Sylvester	J. Orr	Optional	4½	2	12 do		50 00
Newbois, St. Bernard and Scott Junction	O. Genest	Vehicle	9	6	3 do	(to June 30, 1886)	50 00
do do	do	do	9	6	9 do	from do	225 00
New Carlisle and Wharf	T. J. Caldwell	Optional	¾	As req.	Season, 1886		57 00
New Glasgow and Railway Station	F. Langlois	do	¼	12	12 months		52 00
New Glasgow and St. Jérôme	do	do	9		Special trips		12 00
Newport and Wharf	J. Jessop, sen.	do	½	As req.	Season, 1886		72 00
New Richmond and Steamer	J. A. Campbell	do			Special trip		3 00
Nicolet and St. Grégoire	J. Pagé	Vehicle	8	12	6 months	(from Oct. 1, 1886)	187 00
Nicolet and St. Monique	H. Beaudry	do	8	6	12 do		150 00
Nicolet, St. Grégoire, Three Rivers and Pointe du Lac	J. Pagé	do	19 & 13	12	6 do	(to Sept. 30, 1886)	187 00
Normandin and St. Félicien	N. Picard	Horse or vehicle	20	3	12 do		195 00
North Georgetown and Railway Station	L Turcot	Optional	½	6	12 do		40 00
North Ham and St. Adrien	F. X. Charland	do	8	2	11 do	(to Feb. 28, 1887)	55 00
North Hatley and Railway Station	B. LeBaron	Foot or vehicle	½	6	12 do		30 00
North Nation Mills and Railway Station	D. Landriau	Vehicle	3½	6	12 do		100 00
North Onslow and O'Connell	G. Grier	Horse or vehicle	6	2	12 do		80 00
North Onslow and Quyon	O. O'Donnell	do	7	3	7 do	(to Oct. 31, 1886)	72 92
do do	do	do	7	3	5 do	from do	39 58
North Sutton and West Brome	O. Sweet	Vehicle	2	3	12 do		50 00
North Wakefield and Ottawa	S. Hastey	do	26½	6	12 do		509 61
North Wakefield and Rupert	R. Joyant	Horse or vehicle	5	2	12 do		80 00

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Norton Creek and St. Rémi	J. B. Boyer	Vehicle	9½	6	12 months	250 00
Notre Dame des Anges and St. Ubalde	F. Bertrand	Optional	11	3	9 do (to Dec. 31, 1886)	96 75
do do	X. Marcotte	do	11	3	3 do from do	23 50
Notre Dame du Lac and St. Eusèbe de Cabano	J. F. Audet	do	7½	2	1 do (from May 1, 1887)	6 67
Notre Dame du Laus and St. Gérard de Montarville	A. Blais	do	37	1	3 do (to June 30, 1886)	50 00
do do	B. Grenier	do	37	1	2 do (to Aug. 31, 1886)	41 67
do do	D. Vincent	do	37	1	4 do (to Dec. 31, 1886)	100 00
do do	B. Grenier	do	37	1	3 do from do	60 00
Notre Dame du Portage and Railway Station	G. St Pierre	Vehicle	7	6	12 do	240 00
Notre Dame de Rimouski and Railway Station	E. Drapeau	do	½	6	12 do	40 00
Old Lake Road and Railway Station	P. Caron	On foot	½	6	12 do	25 00
Ormstown and Railway Station	T. H. Paling	Vehicle	½	12	12 do	49 00
Otter Lake and Shawville	C. R. Morrison	do	24	3	12 do	275 00
Otter Lake and Thornby	J. Hill	Horse or vehicle	7	2	12 do	87 00
Painchaud and Somerset	T. Dubois	Optional	4	3	12 do	35 00
Papineauville and St. Amédée	R Robinson, jun	Horse or vehicle	7½	2	12 do	52 00
Paquette and St. Malo	C. Breault	do	8	2	12 do	80 00
Paspébiac and Percé	W. P. Ramier	Vehicle	68	6	2 do (to May 31, 1886)	439 70
do do	do	do	68	6	6 do (to Nov. 30, 1886)	1,299 99
do do	do	do	68	6	4 do from do	879 40
Paspébiac and Wharf	P. D. Loisel	Optional	¾	As req.	Season, 1886	59 00
Pauline and St. Césaire	A. Garceau	Vehicle	5	2	12 months	60 00
Percé and Wharf	J. E. Tuzo	Optional	2	12	Season, 1886	59 00
Pierreville and St. Elphège	A. Parent	Horse or vehicle	7	6	3 months (from Jan. 1, 1887)	50 00
Philipsburg and St. Armand Railway Station	E. Best	Vehicle	2	12	12 do	245 00
Pointe au Chêne and Railway Station	T. Mathews	do	33 yds.	12	12 do	30 00
Pointe aux Orignaux and Rivière Ouelle	J. B Hudon	Horse or vehicle	2½	6	12 do	50 00
Pointe aux Trembles and Quebec	F. Veyer	Vehicle	22	6	12 do	598 00
Pointe aux Trembles and Rivière des Prairies	F. Roy	do	6	6	12 do	150 00
Pointe Bleue and Roberval	J. Launier	Horse or vehicle	5	3	12 do	65 00
Pointe Claire and Railway Station	F. Lanthier	Vehicle	1	6	8 do (to Mar. 31, 1887)	26 11
Pointe du Lac and Railway Station	O. Descoteau	Optional	¼	12	12 do	80 00
Pointe Gatineau and Railway Station	J. O'Hagan	do	1¾	12	2 do 25 dys. (from Jan. 7, '87)	16 80
Pointe Sèche and Ste. Hélène	T. Pelletier	Horse or vehicle	5½	3	12 do	80 00

Pont de Maskinongé and Railway Station	A. Lafrenière	Optional	¾	12	12	do		50 00
Pont de Maskinongé and St. Justin	E. Chapdelaine	Vehicle	5	6	12	do		240 00
Pont Rouge and Railway Station	A. Bussière	Foot or vehicle	⅜	12	12	do		100 00
Pont Viau and Sault au Récollet	T. Bélanger	Optional	⅖	6	12	do		48 00
Portage du Fort and Railway Station	D. M. Rattray	Vehicle	7	18	6	do	(to Sept. 30, 1886)	156 00
do do	D. King	do	7	18	4	do	16 dys. (to Feb. 16, '87)	110 36
do do	D. M. Rattray	do	7	18	1	do	12 dys. from do	37 27
Port Daniel and Wharf	J. Lawrence	Optional	1	As req.	Season, 1886			67 20
Port Lewis and St. Anicet	S. Dupuis	Vehicle	5	3	12 months			74 00
Portneuf and Railway Station	E. Marcotte	Horse or vehicle	1	12	12	do		100 00
Quebec Division					Special trips; snow blockade on railway			1,468 19
Quebec and Railway Station	C Hough	Vehicle	½	12	12 months			960 00
Quebec, St. François and St. Jean d'Orléans	A. Maranda	Boat or vehicle	27	6	12	do		495 00
Quebec and St. John Suburb	J. Bilodeau	Optional	2½	30	9	do	(to Dec. 31, 1886)	412 50
do do	M. Martel	do	2½	30	3	do	from do	78 75
Quebec and St. Sauveur de Quebec	W. Saucier	do	1¼	30	9	do	(to Dec. 31, 1886)	469 17
do do	do	do	1¼	1	9	do	do	15 60
do do	do	do	1¼	31	3	do	from do	161 59
Quebec and St. Tite des Caps	J. Tremblay	do	33	6	12	do		1,140 00
Quebec and Spencer Cove	A. Flanagan	do	5	12	12	do		220 00
Quebec and Stoneham	J. Corrigan	do	22	2	12	do		145 00
Quebec and Wharf	C. Hough	do	½	12 & 24	12	do		1,359 32
do do	do	do	½	As req.	Season, 1886			250 75
do do	J. Chanbesten	do	½	12	do			120 00
Quebec—Grand Trunk Ferry Wharf and Saguenay Steamers	P. Campbell	do			Special trips			15 00
Quinnville and Templeton	J. Gahagan	Horse or vehicle	6½	1	12 months			40 00
Radford and Shawville	J. Dale	Optional	3	3	12	do		45 00
Randboro' and Sawyerville	L. Munn	Vehicle	2	6	12	do		40 00
Rapides des Joachims and Rowanton	A. McDougall	Horse	20	3	12	do		350 00
Rawdon and St. Liguori	P. O. Morin	Vehicle	9	6	12	do		199 00
Reedham and Robertson Station	J. Savage	Horse or vehicle	4	1	12	do		30 00
Repentigny and St. Paul l'Ermite	A. Perreault	Optional	2	6	12	do		80 00
Ricards and St. Herménégilde	L Letourneau	do	1	2	12	do		30 00
Richmond East and Sydenham Place	D. Grégoire	Vehicle	15	6	12	do		375 00
Rigaud and St. Rédempteur	E. Bertrand	do	6½	3	6	do	(to Sept. 30, 1886)	42 00
do do	B. Lalonde	do	6½	3	6	do	from do	42 00
Rimouski and Railway Station	L Lavoie	Optional	½	12	12	do		141 85
Rimouski and Ste. Blandine	B. Premont	do	9	1	12	do		50 00
Ripon and Thurso Railway Station	M. St. Pierre	Horse or vehicle	18	6	3	do	(from Jan. 1, 1887)	75 00
Rivière à l'Ours and Tremblay	J. B. Gaudin	Vehicle	18	1	12	do		78 00
Rivière aux Pins and St. Gabriel Station	F. Armstrong	do	6½	2	12	do		52 00
River David and Railway Station	O. Houde	Optional	⅓	12	12	do		60 00
Rivière du Loup and Edmundston	J. Turner	Vehicle	79	6	12	do		3,000 00
Rivière du Loup and Railway Station	M. L. Marchand	do	1½	48	12	do		763 72
Rivière du Loup and Wharf	L. T. Pinyer	do	2½	As req.	Season, 1886			63 00

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
River Gilbert and River Gilbert Gold Mines	J. T. Lachance	Optional	3½	6	12 months	140 00
Rivière Noire and Railway Station	A. E. Beauchemin	On foot	10 yds	12	12 do	20 00
Rivière Noire and St. Valère de Bulstrode	do	Vehicle	4½	6	12 do	160 00
Rivière Ouelle and Railway Station	J. Anctil	do	5	12	12 do	140 00
Rivière Ste. Marguerite and Tadousac	L. Dechenes	do	21	1	12 do	130 00
Rivière Trois Pistoles and Railway Station	J. G. Seton	do	240 yds.	6	12 do	40 00
Robertson Station and Railway Station	A. Talbot	Optional	60 yds.	12	12 do	20 00
Roberval and St. Prime	G. Laberge	Vehicle	10	6	12 do	240 00
Robinson and Railway Station	P. Dunsmore	do	½	12	12 do	60 00
Rock Forest and Suffield	S. Simpson	do	1¾	3	12 do	52 00
Rougemont and Railway Station	J. Bachelder	do	¼	12	12 do	52 00
Roxton Falls and Railway Station	J. Wood	On foot	¼	12	10 do (to Jan. 31, 1887)	26 66
Roxton Pond and South Roxton	A. Naiser	Vehicle	3½	6	12 do	90 00
Russeltown and Vicars	O. Struthers	Optional	2	6	12 do	60 00
Ste. Adélaïde de Pabos and Wharf	R. Manger	do	½	As req.	Season, 1886	58 00
Ste. Adèle and Ste Agathe	V. Charbonneau	Vehicle	12	6	12 months	230 00
Ste. Adèle and St. Jérôme	E. Beauchamp	do	17	6	12 do	450 00
St. Adrien and Wotton	F. X. Charland	do	8	3	1 do (from March 1, 1887)	7 50
St. Agapit and Railway Station	G. Olivier	Optional	1/12	9	9 do (to Dec. 31, 1886)	30 00
do do	J. Paquet	do	1/12	12	3 do from do	18 75
Ste Agathe and St. Jovite	I. Robert	Vehicle	19	3	12 do	450 00
Ste. Agnès de Dundee and Railway Station	T. Rowley	Foot or vehicle	½	6	12 do	48 00
St. Aimé and St. Hyacinthe	P. Mathieu	Vehicle	23½	6	12 do	500 00
St. Aimé and Yamaska	H. Salvas	do	6½	6	12 do	135 00
St. Alban and Railway Station	A. Frenette	do	5	6	12 do	104 00
St. Alexandre d'Iberville and Railway Station	E. Trépanier	do	1	12	12 do	60 00
St. Alexandre de Kamouraska and Railway Station	G. Brochu	do	400 yds.	12	12 do	40 00
St. Alexandre and St. Eleuthère	A. Gagné	Optional	24	1	12 do	96 00
St. Alexandre Station and Railway Station	E. Trépanier	do	1/20	12	12 do	12 00
St. Alexis des Monts and St. Paulin	J. B Drolet	Vehicle	10	3	12 do	175 00
St. Alphonse and St. Côme	A. Lapine	Optional	12	2	12 do	112 00
St. Anaclet and Railway Station	O. Couture	do	2½	6	12 do	50 00
St. André and Railway Station	E. Michand	do	4½	8	12 do	200 00
Ste. Angèle de Laval and Railway Station	M. E. Desilets	do	¼	12	12 do	24 00
Ste. Angèle de Monnoir and Railway Station	B. Loiselle	do	¼	12	12 do	48 00

Ste. Anne de la Pérade and Railway Station	J. U. Marcotte	Foot or vehicle	½	12	12	do		105 00
Ste. Anne de la Pérade and St. Prosper	J. A. Fingon	Vehicle	7	6	12	do		158 00
Ste. Anne de la Pocatière and Railway Station	J. O. Quellet	Optional	1	12	12	do		120 00
do do do	do	do	1	12	12	do		35 00
Ste. Anne de la Pocatière and St. Onésime	C. Dubé	do	6	3	12	do		59 00
Ste. Anne de Bellevue and Railway Station	A. St. Denis	do	1	6	3	do		7 90
Ste. Anne des Plaines and Railway Station	D. Gaudette	do	⅛	12	12	do	(to Sept. 30, 1886)	32 00
Ste. Anne de Sorel and Sorel	E. Latraverse	Vehicle	3	6	12	do		75 00
St. Anicet and White's Station	E. Choquette	do	10	6	12	do		242 00
St. Anselme and Railway Station	F. Lamontagne	do	1	12	12	do		80 00
St. Anselme and Ste. Claire	do	do	7	6	12	do		175 00
St. Antoine and St. Appollinaire	J. H. Lambert	do	5	3	12	do		75 00
St. Antoine and St Denis	A. Lacroix	do	1	6	12	do		70 00
St. Arsène and Viger	O. Gagnon	Horse or vehicle	6	6	12	do		150 00
St. Athanase and Railway Station	P. Savaria	On foot	⅙	24	12	do		100 00
St. Aubert and Railway Station	O. Dubé	Optional	1½	6	12	do		59 00
St. Aubert and St. Pamphile	A. Tremblay	Vehicle	31	2	6	do	(to Sept. 30, 1886)	99 50
do do	A. Savoy	do	31	2	6	do	from do	90 00
St. Augustin and Railway Station	H. Rochon	do	1¼	6	12	do		56 00
St. Augustin Railway Station and Ste. Monique	D. Leonard	do	2	6	12	do		78 00
Ste. Barbe and St. Stanislas de Kostka	N. Lemieux	do	4½	2	12	do		45 00
St. Barnabé and St. Elie	E. Lacoste	do	9	6	12	do		159 00
St Barnabé and Yamachiche	F. Menanson	do	12	6	12	do		193 00
St. Barthélemi and Railway Station	L Michaud	do	1½	12	11	do	(to Feb. 28, 1887)	87 08
do do	J. B. Joinville	do	1¾	12	1	do	from do	7 50
St. Bazile and Railway Station	F. Pâquet	Optional	2¼	6	12	do		39 00
St. Bazile le Grand and Railway Station	E. Lalumière	do	1/12	6	12	do		40 00
St. Bazile Station and Railway Station	C. A. Delage	do	120 yds.	6	12	do		12 00
Ste. Beatrix and Ste. Mélanie	N. Ladouceur	Vehicle	9	2	12	do		75 00
Ste. Brigide and Railway Station	J. Donnelly	do	3	6	12	do		110 00
Ste. Brigitte des Saults and Ste. Monique	J. B. Beaulieu	Horse or vehicle	13	3	12	do		200 00
St. Bruno and Ste. Julie de Verchères	A. Hebert	do	5	6	12	do		140 00
St. Bruno and St. Paschal	P. Côté	Optional	7	1	12	do		50 00
St. Camille and Sherbrooke	O. Manseau	Horse or vehicle	26	1	12	do		150 00
St. Casimir and Railway Station	L. Martin	Vehicle	4½	12	9	do	(to Dec. 31, 1886)	93 75
do do	do	do	4½	12	3	do	from do	54 00
St. Casimir and St. Ubalde	A. Pepin	Horse or vehicle	11	3	12	do		95 00
Ste. Catherine and Railway Station	P. Julien	Optional	1	6	12	do		70 00
Ste. Cécile de Whitton and Spring Hill	A. Loubier	Horse or vehicle	6	2	6	do	(to Sept. 30, 1886)	35 00
St. Célestin and Railway Station	C. E. Houde	Optional	1½	6	12	do		60 00
St. Césaire and Railway Station	F. Garceau	do	⅛	12	12	do		50 00
St. Charles and Railway Station	E. Bilodeau	do	1	6	12	do		25 00
St. Charles and St. Marc	H. Desjardins	Boat or vehicle	1½	7	12	do		60 00
Ste. Claire and St. Malachie	P. Turgeon	Vehicle	10	6	12	do		190 00
St. Clément and Ste. Eloi	J. Boucher	Horse or vehicle	12	3	12	do		98 00
Ste. Clothilde and Victoriaville	T. Perrault	Vehicle	18	6	12	do		250 00
St. Columbin and Ste. Scholastique	M. Phelan	do	9	6	12	do		300 00
St. Constant and Railway Station	O. Robert	Optional	1/12	12	12	do		24 48
Ste. Cunégonde and St. Henri de Montréal	G. N. Ducharme	Vehicle	1	12	12	do		100 00

Report No. 2, B—*Continued.*

Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
St. Cuthbert Station and Railway Station	J. Marchand	Optional	300 yds.	12	7 months (from Sept. 1, 1886)	7 00
St. Cyr and Richmond Station	R. Dyson	do	6½	1	12 do	50 00
St. Damase and St. Hyacinthe	J. Vigneux	do	7½	6	12 do	230 00
St. Damase de Rimouski and Railway Station	A. Langlois	do	7	3	1 do (from March 1, 1887)	6 66
St. Damien de Brandon and St. Gabriel de Brandon.	J. Clermont	do	6	4	3 do (to June 30, 1886)	47 50
do do	L. Peltier	do	6	4	9 do from do	142 50
St. Denis and Railway Station	S. Dionne	do	4	12	12 do	140 00
St. Didace and St. Norbert	E. Lauzon	do	16½	6	12 do	400 00
St. Dominique de Bagot and St. Hyacinthe	J. Vigneux	Vehicle	7	6	12 do	200 00
St. Dominique des Cèdres and Railway Station	S. Trottier	Optional	2	3	12 do	36 00
St. Donat de Montcalm and St. Théodore de Chertsey	W. Aubin	do	27	1	12 do	175 00
St. Edouard and St Michel de Napierville	F. Coupat	do	4½	6	12 do	118 00
St. Eloi and Railway Station	P. Langelier	Vehicle	3	6	12 do	100 00
St Ephrem d'Upton and Ste. Hélène de Bagot	N. Billette	do	7	6	12 do	145 00
St. Etienne du Saguenay and Tadousac	H. P. Blair	Boat or vehicle	10	1	11 do (to Feb. 28, 1887)	143 00
do do	do	do	10	1	1 do from do	19 50
Ste. Eulalie and Railway Station	E. Prince	Optional	4	6	12 do	80 00
St. Eustache and Railway Station	J. M. Goulet	do	360 yds.	6	12 do	45 00
St. Eustache and St. Joseph du Lac	J. B. Saurin	Horse or vehicle.	11	3	12 do	150 00
St. Evariste de Forsyth and Railway Station	F. Pierre	Vehicle	26	6	12 do	524 72
St. Evariste de Forsyth and St. Honoré	R. Bellegarde	Horse or vehicle.	7	4	12 do	70 00
St. Fabien and Railway Station	J. D'Anjou	Optional	1	12	12 do	49 00
Ste. Famille and St. Pierre d'Orléans	A. Maranda	Horse or vehicle.	8	3	12 do	120 00
St. Félicien and St. Prime	T. Bouchard	do	9	3	12 do	128 00
St. Félicien and Ticonabé	O. Perrault	do	5	2	12 do	60 00
St. Félix de Valois and Railway Station	S. Tessier	Vehicle	13	6	12 do	480 00
St. Félix de Valois and St. Jean de Matha	E. Lessard	do	8	6	12 do	176 40
Ste. Flavie and Railway Station	J. Lavoie	do	3	12	9 do (to Dec. 31, 1886)	187 50
do do	do	do	3	12	3 do 5 days (to Sept. 19, '86)	66 71
do do	P. Chouinard	do	3	12	3 do (from Jan. 1, 1887)	37 37
St. François de Sales and Terrebonne	C. Gascon	On foot	¾	6	11 do (from May 1, 1886)	36 66
St. François Montmagny and Railway Station	E. C. Boulet	Foot or vehicle	1½	6	12 do	72 00
St. François Xavier de Brampton and Windsor Mills.	J. Levesque	Vehicle	4	2	11 do (from May 1, 1886)	55 00
St. François Xavier de Viger and Viger	J. Plourde	Horse or vehicle	6	3	12 do	66 00
St. Frédéric and Railway Station	J. Baillargeon	do	2	6	10 do 13 days (to Feb. 13, '87)	87 22
St. Frédéric and St. Sévérin de Beaurivage	G. A. Legendre	Vehicle	6	3	9 do (to Dec. 31, 1886)	61 85

do do	F. X. Plante	do	6	3	3	do from do	25 00
St. Gabriel Station and Railway Station	A. W. Landrigan	On foot	10 yds.	6	12	do	16 00
Ste. Geneviève and Railway Station	A. Légault	Vehicle	3	6	12	do	130 00
Ste. Geneviève de Batiscan and Railway Station	A. Lacourcière	do	4	12	12	do	149 00
Ste. Geneviève de Batiscan and St. Stanislas	W. Boisvert	do	8	6	3	do (to June 30, 1886)	50 00
do do	A. Despins	do	8	6	9	do from do	108 75
St. George, East and St. Prosper de Dorchester	L. N. Riendeau	do	11	1	12	do	82 48
St. Germain de Grantham and Railway Station	E. Paré	Optional		12	12	do	60 00
St. Gervais and Railway Station	F. Roy	On foot	¼	6	12	do	56 00
St. Gervais and St. Lazare	J. Bélanger	Vehicle	5½	6	12	do	179 00
St. Gervais and St. Nérée	J. Goulet	do	6	6	12	do	75 00
St. Guillaume and Railway Station	A. Réné	Horse or vehicle	9	3	12	do	100 00
St. Guillaume and St. Pie de Guire	E. Poirier	On foot	½	12	12	do	140 00
Ste. Hélène and Railway Station	J. B. Bérubé	Optional	11½	3	12	do	28 00
Ste. Hénédine and Railway Station	J. Mercier	Foot or vehicle	¼	12	12	do	43 54
St. Henri and Railway Station	T. Couet	Optional	½	12	10	do 13 days (to Feb 13, '87)	24 00
do do	do	do	½	12	6	do (to Sept. 30, 1886)	25 96
St. Henri and St. Isidore	J. N. Guilmet	do	½	12	4	do 13 days (to Feb. 13, '87)	45 00
do do	A. Samson	Vehicle	10	6	3	do (to June 30, 1886)	114 00
St. Henri and St. Lambert	A. Boucher	do	10	6	9	do from do	148 00
do do	P. Lacasse	do	10	6	6	do (to Sept. 30, 1886)	99 50
St. Henri de Montréal and Railway Station	F. Faurey	do	10	6	6	do from do	45 00
do do do	A. Bissonnette	Optional	1/10	24	6	do (to Sept. 30, 1886)	45 00
St Henri Station and Railway Station	G. Demers	do	1/10	24	6	do from do	75 00
St. Hermas and Railway Station	P. E. Clairvoux	do	¼	12	12	do	156 00
St. Hilaire Station and Railway Station	F. Martin	Vehicle	4	6	12	do	100 00
St. Hilaire Station and St. Jean Baptiste de Rouville	M. Grenier	On foot	100 yds.	36	12	do	117 00
do do	G. E. Goulet	Vehicle	5	6	9	do (to Dec 31, 1886)	39 00
St. Hilaire Station and Sorel	J. B. Feneuf	do	5	6	3	do from do	1,096 00
St. Hubert and Railway Station	F. Robert	do	33	6	12	do	70 00
St. Hugues and St. Hyacinthe	E. Phaney	On foot	½	7	12	do	525 00
St. Hugues and St. Marcel	P. Gaumon	Vehicle	14	6	12	do	184 00
St. Isidore and Railway Station	A. Trudeau	do	7	6	12	do	72 00
St. Isidore Junction and Railway Station	F. Baillargeon	do	⅔	12	12	do	16 00
St. Janvier and Railway Station	J. Jérôme	Optional	17 yds.	12	12	do	39 50
St. Jean de Dieu and Trois Pistoles	E Rousseau	Vehicle	⅘	12	12	do (less fine)	188 00
St. Jean de Matha and St. Michel des Saints	J. B. Robitaille	Horse or vehicle	10½	3	12	do	219 00
St. Jean Port Joli and Railway Station	D. Poitras	do	45	2	12	do	160 00
St. Jérôme and Railway Station	E. Marchand	do	1½	12	12	do	104 00
St. Joachim and Warden	J. Bachand	Optional	1/10	24	12	do	168 00
St. John's and Railway Station	A. Samoisette	Vehicle	7	6	12	do	100 00
St. John's and St. Luc	A. Marsan	Optional	⅓	12	12	do	80 00
St. John's and Sabrevois	A. M. White	do	6	3	12	do	108 00
St Joseph de Sorel and Sorel	A. Bouvier	do	8½	3	12	do	48 00
Ste. Louise and Railway Station	A. Anctil	do	1¼	6	12	do	50 00
Ste. Luce and Railway Station	M. Gagnon	do	1½	12	12	do	150 00
Ste. Madeleine and Railway Station	J. D. Rainville	Horse or vehicle	2	12	12	do	24 00
St. Malachie and Standon	C. Lantagne	Optional	1/6	12	12	do	194 00
Ste. Marie de Monnoir and Railway Station	G. Poulin	Vehicle	13	6	12	do	39 00
		Optional	⅓	12	9	do (to Dec. 31, 1886)	

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Ste. Marie de Monnoir and Railway Station	M. Bessette	Optional	½	12	3 months (from Jan. 1, 1887)	12 25
Ste. Marthe and Vaudreuil	D. Rochon	Vehicle	15	6	12 do	540 00
Ste. Martine and Railway Station	G. Marchand	do	¾	12	12 do	70 00
Ste. Martine Railway Station and St. Urbain	Z. Bergeron	do	4½	6	12 do	130 00
St. Mathias and Village Richelieu	O. Darche	do	3½	6	12 do	140 00
St. Mathieu and St. Simon	T. Levesque	Optional	3	3	12 do	44 00
St. Moïse and Railway Station	J. Smith	Horse or vehicle	6	3	12 do	90 00
St. Narcisse and Three Rivers	F. Nobert	Vehicle	19	6	12 do	440 00
St. Norbert and Railway Station	S. Carpentier	do	9	6	12 do	290 00
St. Ours and St. Roch de Richelieu	J. B Paquette	do	½	6	12 do	20 00
St. Pacôme and Railway Station	A. Hudon	Optional	1½	12	12 do	112 00
St. Patrick and Railway Station	T. C. Picard	Vehicle	4	12	2 do	19 dys. (to Sept. 19, '86) 103 50
St. Paul du Buton and St. Pierre, Montmagny	A. Cloutier	do	17	3	12 do	190 00
St. Paul's Bay and St. Tite des Caps	F. Bouchard	do	26	6	12 do	1,248 00
St. Paul's Bay and St. Urbain	E. Fortin	Horse or vehicle	9	3	5 do	(to Oct. 31, 1886) 64 00
St. Paul's Bay and Wharf	C. Bouchard	Optional	3	As req.	Season, 1886	364 00
St. Philippe de Nôry and Railway Station	F. Deschêne	On foot	¾	12	12 do	40 00
St. Philippe Railway Station and Stonefield	J. Fletcher	Vehicle	9	6	12 do	280 00
Ste. Philomène and Railway Station	J. B. Damour	do	2½	6	12 do	145 00
St. Pie and Railway Station	M. Drolette	Optional	¾	12	12 do	38 00
St. Pierre les Becquets and Ste. Sophie de Lévrard	D. Fournier	do	10	3	12 do	125 00
St. Pierre, Montmagny, and Railway Station	N. Samson	do	2	12	12 do	80 00
St. Placide and Ste. Scholastique	A. Gratton	do	13½	6	12 do	300 00
St. Polycarpe and Railway Station	F. Lavergne	Vehicle	½	12	12 do	52 00
St. Polycarpe and St. Télesphore	L. Daoust	do	5	6	12 do	180 00
St. Raphaël and Railway Station	F. X. Bernard	do	6	6	9 do	(to Dec. 31, 1886) 54 00
do do	P. Gauthier	do	6	6	3 do	from do 18 00
St. Raymond and Railway Station	H. Pelletier	do	½	12	12 do	40 00
St. Régis and Cornwall	R. Tyre	Optional	6	2	12 do	60 00
St. Rémi de Tingwick and Warwick	N. Champagne	Vehicle	12½	6	12 do	396 00
St. Robert and Railway Station	L. Poirier	do	2	6	12 do	100 00
Ste. Rose and Railway Station	A. E. Léonard	do	¾	12	12 do	72 00
St. Samuel de Gayhurst and Valletort	L. Tanguay	Horse or vehicle	8	2	12 do	50 00
St. Sauveur de Québec and Street Letter Boxes	W. Saucier	Optional	1½	24	12 do	196 00
Ste. Scholastique and Railway Station	J. Souche	Vehicle		12	12 do	40 00
St. Sébastien and Venice	A. T. Hunter	Horse or vehicle	3½	2	12 do	43 00

St. Simon and Railway Station	J. B. Martin	Optional	1	12	12	do		48 00
Ste. Sophie de Lacorne and Railway Station	U. Levesque	do	1/2	12	12	do		48 00
St. Stanislas de Kostka and Valleyfield	E. Cardinal	Vehicle	9	6	12	do		250 00
Ste. Thècle and St. Tite	J. B. Magnan	Horse or vehicle	9	3	12	do		145 00
Ste. Théodosie and Verchères	L. N. Handfield	Vehicle	6	3	2	do		78 00
Ste. Thérèse and Railway Station	F. Boismenu	do	2/5	24	12	do		80 00
St. Tite and Railway Station	G. Lahaye	do	6	6	12	do		139 00
St. Valentin and Stottville	F. Hetier	Optional	3	6	12	do		72 00
St. Valier and Railway Station	A. Bélanger	Horse or vehicle	3	6	12	do		96 00
Ste. Victoire and Sorel	H. Paulhus	Vehicle	9	3	12	do		140 00
St. Vincent de Paul and Railway Station	C. E. Germain	do	1/2	12	12	do		40 00
Sacré Cœur de Marie and Railway Station	J. Valliére, jun	do	5	6	12	do		114 32
Sand Point and Shawville	D. Wilson	Horse or vehicle	11	6	12	do		313 00
Savage's Mills and Railway Station	H. T. Tamlin	Foot or vehicle	3/4	6	12	do		48 00
Sayabec and Railway Station	H. Boulay	On foot	60 yds.	12	12	do		18 00
Scott Junction and Railway Station	G. Garon	Optional	60 yds.	12	10	do	13 dys. (to Feb. 13, '87)	43 54
Scotstown and Railway Station	R. B. Scott	do	1/4	12	12	do		40 00
Scotstown and West Dutton	J. B. Brousseau	Vehicle	12	6	12	do		180 00
Shawenegan and Three Rivers	J. B. Lapolice	do	21	6	12	do		275 00
Sheffington and West Shefford Railway Station	A. Potvin	Optional	4	6	12	do		90 00
Sherbrooke and Post Office, Exhibition Building	R. A. Biron	do	1 1/4	.....	.....	Special trips		9 00
Sherbrooke and Railway Station	J. J. Foss	do	1 3/5	36	12	months		150 00
Sherbrooke and Stoke Centre	M. Biron	Vehicle	9 1/2	2	12	do		104 00
Sherbrooke, Sherbrooke East and Street Letter Boxes	C. Martin	do	.....	18 & 7	12	do		350 00
Sherbrooke—C. V. Railway and G. T. Railway	C. H. Foss	Optional	1/2	12	1	do	14 dys. (to June 9, 1886)	22 50
Sherrington and Railway Station	B. Vautrin	do	2 1/2	6	12	do		100 00
Sillery Cove and Spencer Cove	J. Brown	do	1 1/2	6	12	do		42 00
Smith's Mills and Railway Station	W. T. Knight	do	1	12	12	do		16 00
Sorel and Railway Station	P. Lavallée	Vehicle	1/2	12	12	do		120 00
South Durham and Valcourt	T. A. Fee	do	15	3	6	do	(from Oct. 1, 1886)	93 60
South Ham and Railway Station	A. Vallée	do	9 1/2	6	12	do		300 00
South Quebec and Railway Station	J. Ritchie	do	200 yds.	36	12	do		150 00
South Stukely and Railway Station	L. H. Knowlton	do	1/1	6	12	do		26 00
Spring Hill and Railway Station	M. A. McLean	Optional	1/8	12	12	do		40 00
Spring Hill and Stornoway	P. Legendre	Vehicle	9	6	12	do		313 00
Stagsburn and Upper Wakefield	A. McDonald	Optional	6	1	12	do		40 00
Stanbridge East and Stanbridge Ridge	N. Martindale	do	3	2	12	do		48 00
Staynerville and Railway Station	J. M. Dorion	do	240 yds.	12	12	do		12 00
Stoneham and Tewkesbury	F. X. Deschamps	Horse or vehicle	7 1/2	2	12	do		50 00
Suffield and Railway Station	P. Fitzpatrick	Foot	1/8	12	6	do	(to Sept. 30, 1886)	13 00
do do	do	do	1/8	6	6	do	from do	10 00
Sutton and Railway Station	F. Jenne	Optional	1/0	12	12	do		44 00
Sutton Junction and Railway Station	A. W. Westover	do	1/1	12	12	do		30 00
Sweetsburg and Railway Station	G. T. Batchelder	Vehicle	3/4	12	12	do		64 00
Tadousac and Wharf	P. Marquis	Optional	1	As req.	Season, 1886			54 00
Templeton and Railway Station	J. O'Hagan	do	1 1/2	6	9	months 6 dys. (to Jan. 6, '87)		27 60
Terrebonne and Railway Station	E. Brière	do	1/8	6	12	do		80 00
Thetford Mines and Railway Station	S. Blondeau	On foot	150 yds.	12	12	do		30 00

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						$ cts.
Three Rivers Division					Special trips; snow blockade on railway	133 75
Three Rivers and Railway Station	C. Godin	Vehicle	1½	31	1 month (to Apr. 30, 1886)	33 58
do do	do	do	1½	25	2 months (to June 30, 1886)	54 16
do do	do	do	1½	31	3 do (to Sept. 30, 1886)	100 75
do do	H. Camirand	do	1½	31	1 do 19 dys. (to Nov. 19, '86)	54 75
do do	do	do	1½	37	4 do 11 dys. from do	175 13
Three Rivers and Street Letter Boxes	J. P. Marineau	do	2	18	12 do	300 00
Three Rivers and Valmont	L. Ducharme	do	15	3	9 do (to Dec. 31, 1886)	133 50
do do	H. Sigman	do	15	3	3 do from do	40 00
Thurso and Valency	M. St. Pierre	Horse or vehicle	13	1	9 do (to Dec. 31, 1886)	26 25
Traban's Mill and Railway Station	F. Pichet	do	1¼	12	2 do (from Feb. 1, 1887)	8 33
Tring Station and Railway Station	E. Vallée	On foot	¾	12	10 do 13 dys. (to Feb. 13, '87)	34 83
Trois Pistoles and Railway Station	T. P. Pelletier	Optional	¼	12	12 do	40 00
do do	do	do	¼	12	3 do 6 dys. (to Sept. 19, '86)	10 78
Trois Saumons and Railway Station	B. Gaumont	do	2	6	12 do	56 00
Valcartier and Railway Station	J. McBain	Vehicle	6	6	12 do	185 00
Valleyfield and Railway Station	V. Monette	do	¾	24	3 do (from Jan. 1, 1887)	25 00
Valleyfield and Street Letter Boxes	D. Dim	do	¾	12	12 do	72 00
Valois and Railway Station	P. G. Valois	Optional	180 yds.	12	12 do	50 00
Versailles and Railway Station	T. Lacombe	On foot	30 yds.	12	12 do	20 00
Victoriaville and Railway Station	T. Foisy	Optional	⅛	12	12 do	32 00
Village des Aulnaies and Railway Station	O. Dubé	Vehicle	5	12	12 do	180 00
Village Richelieu and Railway Station	N. D. Bessette	Optional	¼	12	12 do	48 00
Vincennes and Railway Station	M. Dessureault	do	3	6	2 do (from Feb. 1, 1887)	25 00
Walker's Cutting and Railway Station	R. D. Pepin	do	120 yds.	12	12 do	12 00
Warden and Railway Station	A. Berry	do	46 rods.	12	12 do	30 00
Warwick, East and Railway Station	P. Johnson	do	180 yds	6	12 do	13 50
Waterloo and Railway Station	E. A. Beaulne	do	⅜	24	12 do	125 00
Weedon Centre and Railway Station	J. E. Côté	do	2¼	6	12 do	156 00
Weedon Station and Railway Station	N. Tanguay	On foot	60 yds	6	12 do	20 00
West Brome and Railway Station	L. Scott	Optional	⅛	12	12 do	50 00
Westbury Basin and Railway Station	O. Lepêtre	do	⅛	12	12 do	24 00

Wickham, West and Railway Station	M. Léonard	On foot	½	12	12	do		32 00
Yamachiche and Railway Station	L. Duchaine	Optional	½	12	12	do		63 00
Yamaska and Railway Station	L. H. Lafleur	On foot	35 yds.	12	12	do		32 00
Yamaska East and Railway Station	L. Levallée	Optional	180 yds.	12	2	do	(from Feb. 1, 1887)	5 00
							Total	$152,264 62

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

Report No. 2, B—*Continued.*

1. Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bagotville, Chicoutimi and Quebec	Richelieu and Ontario Navigation Co.	235	As required.	Season, 1886	4,500 00
Caughnawaga and Lachine	J. Delisle	1¾	12	12 months	313 00
Coteau Landing and Valleyfield	Lake St. Francis Tow Boat Co	6	12	Season, 1886 (see land service)	125 00
Esquimaux Point and Rimouski	Fraser & Holliday	284	Fortnightly.	do	2,500 00
Gaspé Basin and North Shore of River St. Lawrence	E. Adams	356	do	do	1,137 50
Georgeville and Knowlton Landing	C. A. R Macpherson	3	6	Part of season, 1886	59 52
do do	J. B. Futvoye	3	6	Balance of do (see land service)	19 00
Laprairie and Montreal	Laprairie Navigation Co.	9	6	Season, 1886	179 00
Lévis and Quebec	Quebec and Lévis Ferry Co	1	24	12 months	416 64
do do	do	1	12	12 do	180 00
Lourdes du Blanc Sablon and Natashquan	E. Joncas	220		3 trips	60 00
Magdalen Islands, &c., and Pictou, N S	J. Holliday	180, 405	3 & 1 per mo.	(In addition to subsidy)	3,450 00
Magdalen Islands and Souris, P.E.I	F. W. Bullock			1 trip	130 00
Montreal and Quebec	Richelieu and Ontario Navigation Co.	180	6	Season, 1886	1,200 00
Rimouski Wharf and Ocean Steamers	Intercolonial Railway		As required	do	6,866 67
				Total	$21,136 33

H. A. Wicksteed,
Accountant.

A. W. McLelan,
Postmaster-General.

REPORT No. 2, B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Canada Atlantic Railway (Montreal Division)	20	6	3 months (to March 31, 1887)	117 44
Canadian Pacific Railway (within Quebec)	362	With varying frequency over different sections of the line	12 do do	22,122 19
			12 do do	6,425 63
Central Vermont Railway	107	6 & 12	12 do do	1,971 90
C. & P. River and Massawippi Valley Railway	35	12		
Grand Trunk Railway (main line within Quebec)	405½	With such frequency as may be required by the Post Office, from the trains run.	12 do do	64,380 00
			12 do do	2,599 08
Grand Trunk Railway (Montreal Division)	54	12	Special trips with British mails	4,818 00
Grand Trunk Railway (within Quebec)	.....	.....	12 months (to March 31, 1887)	122 40
Great Northern Railway	8	6		
Intercolonial Railway (within Quebec)	303	With varying frequency over different sections of the line	12 do do	39,390 00
			12 do do	2,591 64
International Railway	69	6		
Quebec Central Railway	143	6	12 do do	6,730 56
Quebec and Lake St. John Railway	58	6	12 do do	2,904 64
South Eastern Railway	221	6	12 do do	11,585 16
			Total	$166,258 69

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED
Accountant.

REPORT No. 2, B—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels, &c., for Post Office Department	2,376	13
R. S. Montgomery	Mail bags, rivet seals, &c. do	467	39
E. Chanteloup	Brass mail locks for do	200	00
G. Bailey	Repairing mail locks for do	80	97
Pritchard & Mingard	Mail bag labels for do	18	96
P. O'Donoghue	Repairing mail bags for Post Office Inspector, Montreal	9	75
R. S. Montgomery	Rivet seal locks for do do	6	00
E. Chanteloup	Mail lock keys for do Quebec	25	00
P. C. Dupuis, P.M.	To pay for mail bag covering and repairs for Postmaster Bersimis	20	50
J. Grace	Mail lock for Postmaster Bouchette	0	30
J. H. Topping, P.M.	To pay for repairing mail bag for Postmaster Les Escoumains	1	00
P. O'Donoghue	Repairing mail bags for Postmaster, Montreal	1,841	84
R. S. Montgomery	Rivet seal, locks, &c., for do	68	94
C. Dassylra	Repairing mail bags for Postmaster, Murray Bay	0	80
H. Gauthier	do do St. Charles, Rivière Richelieu	0	10
R. Quintal	do do St. Rémi	1	25
H. S. Hunter	do do Stanstead	1	75
	Total	$5,120	68

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

Report No. 2, C.

Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Abercrombie and New Glasgow	W. Munro	Horse or vehicle.	5	2	6 months (to Sept. 30, 1886)	34 00
do do	R. Dunbar	do	5	2	6 do from do	34 00
Acadia Mines and Bass River	J. W. Davison	do	14	3	12 do	197 48
Acadia Mines and Londonderry Station	J. M. Bigny	do	2¾	24	12 do	210 00
Addington Forks and Keppoch	D. Campbell	Vehicle	7	1	12 do	60 00
Advocate Harbor and Apple River	J. Ward	do	10	6	12 do	345 00
Afton and Bayfield	T. W. Taylor	Optional.	2½	6	12 do	97 00
Afton and Guysboro' Intervale	W. G. Aikins	Vehicle	15	1	6 do (to Sept. 30, 1886)	36 36
do do	A. Chisholm	do	15	1	6 do from do	27 50
Afton and Railway Station	M. Connor	Optional.	⅛	12	12 do	65 00
Albert Ridge and Horn's Road	H. Horn	do	4	1	12 do	20 00
Alderney and Petite de Grat	W. Landry	Horse or vehicle.	2	3	12 do	50 00
Alder Point and Little Bras D'Or	S. Plant	do	6	1	12 do	35 00
Alton and Railway Station	T. Lindsay	On foot	75 yds.	6	12 do	20 00
Amherst and Amherst Point	I. B. Stuart	Optional.	4½	3	12 do	67 00
Amherst and Fenwick	W. Pipes	Horse or vehicle.	6	1	12 do	32 00
Amherst and Hastings	E Chapman	Vehicle	6	1	12 do	40 00
Amherst and Linden	K. Hunter	Horse or vehicle.	20	3	12 do	205 95
Amherst and Little River	D. M. Quigley	do	22½	2	12 do	145 00
Amherst and Railway Station	M. Hillson	On foot	¼	As reqd.	12 do	407 04
Annapolis and Digby	E. Gates	Horse or vehicle	21	6	9 do (to Dec. 31, 1886)	374 25
do do	R. H. Hardwick	do	21	6	3 do from do	99 00
Annapolis and Granville Ferry	H. M. Irvine	Optional.	1	6	12 do	125 00
Annapolis and Liverpool	G. & E. Stailing	Vehicle	67	6	12 do	2,389 00
Annapolis and Perott Settlement	N. Dargie	Horse or vehicle	9	1	12 do	45 00
Annapolis and Railway Station	A. W. Corbitt	On foot	⅛	12	12 do	112 00
Annapolis and Saw Mill Creek	R. Harris	Horse or vehicle	3½	3	12 do	70 00
Annapolis and Stodhart's	J. Gormley	do	31	1	12 do	140 00
Anthony's Line and Scotch Village	H. S Cochran	Vehicle	11 r. t.	2	12 do	55 00
Antigonishe and Arisaig	J. Gillis	do	17	1	12 do	64 00
Antigonishe and Brophy's	H. Dunn	Horse or vehicle.	14	2	5 do (from Nov. 1, 1886)	66 66
Antigonishe and Cloverville	do	do	5	1	15 days (to June 30, 1886)	1 66

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Antigonishe and Cloverville	J. Thompson	Horse or vehicle	5	1	9 months (from July 1, 1886)	30 00
Antigonishe and Cross Roads, Ohio	T. McAmis	do	13	2	9 do from do	85 53
Antigonishe and Georgeville	R. McDonald	Vehicle	44 r. t.	4	12 do	398 00
Antigonishe and Glen Uig	do	Horse or vehicle	7	1	12 do	30 00
Antigonishe and Hallowell Grant	H. Dunn	do	7	1	7 do (to Oct. 31, 1886)	30 33
Antigonishe and Railway Station	W.G Cunningham	Vehicle	¾	12	12 do	95 00
Antigonishe and Sherbrooke	W. McGrath	do	40	6	3 do (to June 30, 1886)	273 00
do do	do	do	40	3	9 do from do	839 46
Antigonishe and South End, Lochaber	T. McAmis	do	22	2	3 do (to June 30, 1886)	48 25
Antigonishe and William's Point	D. McDonald	do	2½	2	2 do (from Feb. 1, 1887)	6 66
Antigonishe Harbor (South Side) and Lower Settlement, South River	J. Kiely	Horse or vehicle.	4½	2	12 do	100 00
Antrim and Gay's River	J. H. Taylor	Vehicle	16 r. t.	2	12 do	55 00
Arcadia and East Chebogue	W. W. Coffin	Horse or vehicle.	4	2	12 do	40 00
Ardness and Lismore	A. McDonald	Optional.	3	3	12 do	50 00
Ardoise Hill and Newport Station	M. Harvey	Vehicle.	22	3 & 2	12 do	95 00
Argyle and Argyle Head	A J. Nickerson	do	2	3	12 do	40 00
Argyle Sound and Lower Argyle	E. Murphy	do	3½	1	12 do	19 00
Arichat and Grandique Ferry	F. & D. Fennelly	Horse or vehicle.	5	4	Season, 1886	50 00
Arichat and Petite de Grat	A. McDonald	Vehicle	3	3	12 months	80 00
Arichat and Robins	C. Le Noir	Optional.	4	6	12 do	70 00
Arichat and West Arichat	A. McDonald	Horse or vehicle.	3	6	Season, 1886	25 00
Ashdale and Glen Road	C. McGillivray	Optional.	4	1	6 months (to Sept. 30, 1886)	14 00
Athol and Railway Station	J. C. Taylor	do	½	12	6 do do do	32 50
do do	E. Donkin	do	½	12	6 do from do	32 50
Auburn and Aylesford	J. Foster	do	2	6	3 do (to June 30, 1886)	16 50
Auburn and Greenwood	G. W. Eaton	do	6½	1	9 do from do	22 50
Auburn and Railway Station	J. M. Smith	On foot	¼	12	6 do (from Oct. 1, 1886)	21 50
Auld's Cove and Railway Station	H. McMillan	do	1½	6	12 do	50 00
Avondale Station and Railway Station	A. F. Robertson	do	½	12	12 do	25 00
Avonport and Avonport Station	J. B. Newcomb	Optional	1½	6	12 do	100 00
Avonport Station and Railway Station	do	do	12 yds.	12	12 do	30 00
Aylesford and Bridgewater	J. Franey	Vehicle	60	2	12 do	294 72
Aylesford and Harmony	A. D. Nichols	do	20 r. t.	1	12 do	57 00
Aylesford and Morden	J. Redgate	do	22 r. t.	2	12 do	130 00

Aylesford and Palmer's Road	I. Foster	do	2	6	3	do (to June 30, 1886)	16 50
Aylesford and Railway Station	C. A. Williamson.	do	¼	12	12	do	60 00
Baccaro and Port La Tour	W. P. Snow	Optional	3	2	12	do	39 00
Back Meadows and Poplar Hill	J. Morrison.	do	3	2	3	do (to June 30, 1886).	7 50
do do	G. Clark	do	4	2	9	do from do	20 00
Baddeck and Big Bras d'Or	G. Fraser	Horse or vehicle.	26	3	12	do	549 00
Baddeck and Boom	H. Campbell	Optional	24	2	2	do (to May 31, 1886)	49 66
Baddeck and Grand Narrows	F. McNeill	Vehicle	15	1	12	do (and arrears)	65 95
Baddeck and New Campbellton	P. McDonald	do	30	3	12	do	597 00
Baddeck and Rear of Baddeck Bay	J. McKay	Horse or vehicle.	8	1	12	do	48 00
Baddeck and Upper Settlement, Baddeck River	J. McLeod	do	16	2	12	do	74 00
Baddeck and Upper Settlement, Middle River	C. Ingraham	do	19	2	12	do	95 00
Baddeck Bay and Plaister Mines	H. Fraser	Optional	4	2	12	do	27 00
Baddeck River, North Branch, and Forks Baddeck	M. McInnes	On foot	3	2	12	do	30 00
Baie Verte and Linden	S. Moore	Optional	21	3 & 2	12	do	160 00
Bailey's Brook and Railway Station	D. McLean	do	4½	6	12	do	105 00
Baker Settlement and Greenfield	A. Turner	Horse or vehicle.	8 & 5	3 & 1	12	do	126 24
Balmoral Mills and The Falls	A. McKay	do	2	3	12	do	40 00
Banks of Broad Cove and Strathlone	L. McDougall	do	4	1	12	do	15 00
Barney's River and Marsh	G. Campbell	do	18 r. t.	1	12	do	38 96
Barney's River and Railway Station	D. R. McKenzie	do	4	6	12	do	119 00
Barrington and Port Clyde	O. L. Davison	Vehicle	30 r. t.	6	12	do	260 00
Barrington and Pubnico Beach	J. McCormisky	Horse or vehicle.	22	6	12	do	456 00
Barrington Passage and Cape Sable Island	F. Robertson	Optional	1¼	6	12	do	275 00
Barrio's Beach and Big Tracadie	J. Boudrot	do	4	3	12	do	50 00
Barr Settlement and Shubenacadie	J. W. Dunsmore	do	34 r. t.	1	2	do (from Feb. 1, 1887)	11 53
Barss' Corner and Chesley's Corner	J. Jefferson.	Horse or vehicle	27	2 & 1	6	do (to Sept. 30, 1886).	30 00
do do	A. Trethewey	do	27	2 & 1	6	do from do	35 00
Barss' Corner and Mahone Bay	I. DeLong	Vehicle	18	1	12	do	79 00
Barton and Railway Station	J. T. Thomas	do	3	12	3	do (from Jan. 1, 1887)	48 75
Basin River Inhabitants and Lower River Inhabitants	J. A. McCarthy	Horse or vehicle.	3	2	12	do	28 00
Basin River Inhabitants and McNamara's Island	E. McNamara	Optional	2	2	9	do (to Dec. 31, 1886).	22 50
do do	do	do	2	2	3	do from do	11 25
Battery Hill and New Gairloch	R. McLeod	Horse or vehicle.	7	3	7	do (to Oct. 31, 1886)	61 25
do do	do	do	8	3	5	do from do	49 00
Battery Hill and Railway Station	P. A. Grant	On foot	750 yds.	12	12	do	60 00
Baxter's Harbor and Sheffield Mills	W. E. Harris	Vehicle	7	1	12	do	43 60
Bay St. Lawrence and Ingonishe	A. S. McDonald	do	50	2	12	do	495 00
Bay St. Lawrence and Meat Cove	J. McIntosh	do	7	2	12	do	55 00
Bear River (West Side) and Deep Brook	J. H. McClelland	Horse or vehicle	11	10 & 2	12	do	230 00
Bear River (West Side) and Digby	do	Vehicle	10	6 & 3	12	do	150 00
Beauly and Black River	C. Grant	Optional	2¼	1	12	do	15 00
Beaver Bank and Middle Sackville	L. L. Hamilton.	Horse or vehicle.	21	6	12	do	294 48
Beaver Bank and North Beaver Bank	W. Lively	do	8	2	12	do	95 00
Beaver Bank and Railway Station	D. Hallisey	On foot	12 yds.	12	3	do (to June 30, 1886)	13 75
do do	do	do	12 yds.	12	9	do from do	69 75
Beaver River Corner and Cedar Lake	A. Porter	Vehicle	18 r. t.	1	12	do	40 00
Bedford Basin and English Corner	N. Melvin	Horse or vehicle.	9¼	3	12	do	154 00

Report No. 2, C—*Continued.*

1. Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Bedford Basin and Railway Station	W. McKenzie	On foot	100 yds.	42	12 months	100 00
Beechmont and North-West Arm	G. K Ball	Horse or vehicle	4	2	12 do	38 00
Belmont and Railway Station	T. Lindsay	Optional	½	12	12 do	120 00
Berwick and Buckley's	J. C. Power	Horse or vehicle	22½ r. t.	2	12 do	149 00
Berwick and Morristown	G. E. Prim	do	14 r. t.	1	6 do (to Sept. 30, 1886)	18 00
do do	E. Nichols	do	14 r. t.	1	6 do from do	20 00
Berwick and Railway Station	W. Shaw	Vehicle	¾	6	11 do (to Feb. 28, 1887)	29 33
do do	E C. Foster	do	¾	6	1 do from do	4 16
Berwick Railway Station and Harborville	G. Collins	Horse or vehicle	11¾	2	12 do	100 00
Berwick Railway Station and Somerset	G. W Kinsman	do	2¾	4	12 do	70 00
Big Intervale, Margaree and Margaree Forks	T. Coady	do	17	3	12 do	195 00
Big Island and Merigonishe	D. L McLean	Optional	16	2	12 do	55 00
Big Loraine and Sydney	R. Martin	Vehicle	31	3 & 1	12 do	349 00
Big Marsh and Lower Hallowell Grant	J. McGillivray	Optional	2½	1	12 do	15 00
Big Marsh and Maryvale	A. McLellan	Vehicle	3	1	12 do	18 00
Big Pond and Rear of Ben Erin	A. Gillis	Horse or vehicle	6	1	12 do	25 00
Big Pond and Salem Road	H. D. Munro	do	12	2	12 do	68 00
Big Port LeBear and Sable River	G. Harding	Optional	12	1	12 do	90 00
Big Tracadie and Railway Station	W. Gerrion	On foot	100 yds.	12	12 do	40 00
Big Tracadie and Upper Big Tracadie	E. Coty	do	4	1	12 do	20 00
Birchtown and Church Over	J. J Gregory	Optional	4	1	12 do	24 00
Black Rock and Parrsboro'	M. Phinney	Vehicle	6	1	12 do	42 00
Blanchard Road and New Glasgow	D Fraser	do	14	2	12 do	160 00
Blanche and Cape Negro	T. G. Thomas	Horse or vehicle	4	2	12 do	40 00
Blandford and Hubbard's Cove	J. Link	Vehicle	17	3	12 do	280 00
Blandford and Tancook Island	J. Pearl	do	4	1	12 do	38 00
Blomidon and Canning	E. J. Loomer	Horse or vehicle	7½	6	12 do	199 04
Blomidon and Lower Blomidon	A. Kennedy	do	2½	2	12 do	25 00
Bloomfield and Main Post Road	H. R. Jones	do	⅛	12	12 do	25 00
Blue Rock and Lunenburg	J. E. Hunt	do	5	1	2 do (to May 31, 1886)	6 66
do do	do	do	5	2	4 do (to Sept. 30, 1886)	26 66
do do	do	do	5	1	6 do from do	20 00
Boom and Lower Washabuck	H. Campbell	do	50 r. t.	2	10 do (from June 1, 1886)	248 34
Boom and Whycocomagh	H. McDougall	Vehicle	15	1	12 do	51 00
Boulardarie and Little Bras d'Or	J. Day	do	20	3	12 do	289 00

Boulardarie and Point Clear	C. Munro	do	7	2	12	do	76 36
Boylston and Pirate Harbor	A. Hull	do	50 r. t.	3	12	do	393 00
Brazil Lake and Railway Station	I. Crosby	Optional	¼	6	12	do	20 00
Brenton and South Ohio	E. Pennell	do	4	1	12	do	20 00
Bridg town and Granville Ferry	B. Reed	Vehicle	14	3	12	do	194 00
Bridgetown and Granville Ferry (*via* Chute's Cove)	J. Brinton	do	35	1	6	do (to Sept. 30, 1886)	94 00
do do	J. G. Phinney	do	35	1	6	do from do	94 00
Bridgetown and Lawrencetown	W. E. Poole	do	18	1	12	do	75 00
Bridgetown and Middleton	E Poole	do	17	2	12	do	147 00
Bridgetown and Railway Station	F. Crosskill	do	¼	12	6	do (to Sept. 30, 1886)	37 50
do do	do	do	¼	12	6	do from do	50 00
Bridgewater and Halifax	B. Blair	do	91	6	12	do	4,550 00
Bridgewater and Lawrencetown	A. R. Saunders	do	58	2	12	do	424 00
Bridgewater and Mill Village	A. Feindel	do	37	3	12	do	399 00
Bridgewater and New Canada	W. J. Cronin	do	26 r. t.	1	12	do	70 00
Bridgewater and Pleasant River	J. Whitman	do	20	3	12	do	239 00
Bridgewater and Shelburne	J. K. Hogg	do	72	6	12	do	3,900 00
Brighton and Railway Station	E. Spittle	do	4	12	3	do (from Jan. 1, 1887)	45 00
Briley's Brook and Railway Station	F. Chisholm	Optional	¼	6	12	do	20 00
Brookfield and Pleasant River	F. Waterman	Vehicle	8	3	12	do	116 00
Brookfield and Railway Station	J. Graham	do	100 yds.	12	12	do	120 00
Brookfield and Upper Stewiacke	J J Brenton	do	18	6	12	do	524 72
Brookland and Salt Springs	W. Gray	Horse or vehicle	3	1	12	do	24 00
Brooklyn and Yarmouth	J. H. Pitman	Vehicle	4	2	12	do	40 00
Brown's Brook and Halfway River Station	S. S. Brown	do	4	1	12	do	40 00
Brown's Mountain and Marshy Hope	J. McDonald	do	5½	1	12	do	25 00
Brulé and Forbes	J. Forbes	Optional	2	1	12	do	30 00
Buckley's and Kentville	M. A. Kinsman	do	34½	5	12	do	500 00
Burlington and Victoria Harbor	W. H. Clem	do	16 r. t	1	12	do	37 00
Buratcoat and Noel	I. A. O'Brien	do	4½	3	12	do	52 00
Caledonia Corner and West Caledonia	W. Butler	do	3	3	12	do	85 00
Caledonia, St. Mary's and Upper Caledonia	D. M. Cameron	Vehicle	6	1	12	do	32 00
Cambridge Station and Condon Settlement	J. Caldwell	do	10½ r. t.	1	12	do	45 00
Cambridge Station and Railway Station	A. Neily	do	50 yds.	12	3	do (to June 30, 1886)	7 00
do do	do	do	50 yds	12	9	do from do	19 50
Canaan and Kentville	A. Bishop	Horse or vehicle	6	6	12	do	164 00
Canaan and Tusket	A. Hurlburt	do	26 r. t.	1	12	do	70 00
Canada Creek and Waterville	S. Thomas	Vehicle	9½	2	12	do	67 00
Canard and Lower Canard	E. H. Lockwood	Optional	2	12	12	do	125 00
Cannes and River Bourgeois	C. Sampson	Horse or vehicle	2½	3	12	do	54 60
Canning and Kentville	J. A. Ward	do	12	6	12	do	285 00
Canning and Medford	W. West	Vehicle	5	6	12	do	150 00
Canning and North Medford	B. Weaver	do	4	1	12	do	20 00
Canning and Port William Station	J. L. Bishop	Horse or vehicle	7	6	12	do	247 00
Canning and Scott's Bay	W. H. Jess	Vehicle	16	3	12	do	176 00
Canoe Lake and Gaberouse	A. Munro	Optional	4	1	8	do (from Aug. 1, 1886)	13 33
Canso and Guysboro'	G. W. Scott	Horse or vehicle	32	6	12	do	1,090 00
Cape George and Georgeville	L. McIsaac	do	20 r. t.	1	12	do	40 00

Report No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Cape la Ronde and Rocky Bay	C. Doyle	Optional	3	2	12 months	30 00
Cape Negro Island and North East Harbor	J. R. King	Horse or vehicle	3	2	12 do	55 00
Cape North and Dingwall	M. McAskill	Optional	4½	2	4 do (to July 31, 1886)	21 66
do do	J. McPherson	do	4½	2	8 do from do	25 33
Cape Sable Island and Clark's Harbor	T. W. Covert	do	20 r. t.	6	12 do	392 00
Carriboo Gold Mines and Upper Musquodoboit	A. Burnett	Vehicle	8	3	12 do	156 00
Carroll's Corner and Elmsdale	J. Carroll	do	19½ r. t.	2	12 do	64 00
Catalone and Catalone Gut	A. McDougall	Optional	3½	1	12 do	24 00
Catalone and Little Lorraine	H. McIntyre	do	12	3	1 do (to April 30, 1886)	10 41
do do	do	do	12	3	11 do from do	183 33
Catalone and New Boston	J. McDonald	do	4	2	12 do	29 00
Centreville and Hall's Harbor	B Kirby	Horse or vehicle	18 r. t.	1	12 do	110 00
Chance Harbor and Pictou Landing	D. Cameron	Optional	4	1	12 do	20 00
Chapman Settlement and Head of Amherst	J. Greeno	Horse or vehicle	6	1	12 do	25 00
Chebogue Point and Yarmouth	J. D. Archibald	do	12 r. t.	3	3 do (to June 30, 1886)	33 75
do do	W. Cain	do	12 r. t.	3	9 do from do	87 75
Chelsea and Pleasant River	D. H. Waterman	do	9	1	3 do (to June 30, 1886)	10 00
do do	H. Dexter	do	9	1	9 do from do	30 00
Chester and Kentville	J. L. Bishop	do	46	2	12 do	650 00
Chester and Windsor	R. Robinson	do	35	2	12 do	370 00
Cheverie and Kennetcook	J. A. Sanford	do	9	1	12 do	44 00
Cheverie and Newport	A. S. McLean	do	18	6	12 do	396 00
Cheverie and Walton	J. W Morris	Vehicle	12	3	12 do	155 00
Chignecto and Maccan	M. B. Harrison	Optional	3½	3	12 do	140 00
Chimney Corner and Dunvegan	L. M. McPherson	Horse or vehicle	7	1	12 do	28 00
Chipman's Brook and Lakeville	C. N. Porter	Vehicle	18 r. t.	2	12 do	80 00
Christmas Island and East Bay	R. R. McDonald	do	29	2	12 do	375 00
Churchville and Mountville	J. Urquhart	Horse or vehicle	3	1	12 do	20 00
Churchville and New Glasgow	J. Robertson	Vehicle	6	3	12 do	74 00
Claremont and River Philip	M. Chapman	Optional	3	2	12 do	29 00
Clark's Road and Louisburg	A. McLean	Horse or vehicle	4½	1	12 do	39 00
Clementsport and Clementsvale	G. G Hicks	Optional	4	3	12 do	58 00
Cloverdale and Middle Stewiacke	W. W. Winton	Horse or vehicle	7	2	12 do	60 00
Clyde River and Gunning Cove	A. E. Mack	do	20	3	12 do	224 00
Clyde River and Upper Clyde River	R. Sutherland	do	25	1	12 do	91 00

Cogmagun River and Kennetcook	J. Reynolds	do	5	1	12	do		16 00
Coldbrook Station and Railway Station	H. Porter	On foot	60 yds.	12	12	do		28 00
Coldstream and Gay's River	C. Gay	Vehicle	5	1	12	do		30 00
Comeauville and Railway Station	J. D Lombard	do	2	12	12	do		195 00
Concession and Railway Station	A. A. Comeau	Optional	2	3	10	do	(from June 1, 1886)	41 66
Conquerall Bank and Conquerall Mills	A. Snyder	Horse or vehicle	5	1	12	do		40 00
Corberrie and Weymouth Bridge	A. Melanson	Vehicle	14	2	12	do		126 00
Cow Bay and Mira Gut	E. Phalen	do	25 r. t.	1	6	do	(to Sept. 30, 1886)	49 50
do do	J. Martell	do	25 r. t.	1	6	do	from do	37 50
Cow Bay and Sydney	J. O'Callahan	do	26½	6	12	do		400 00
Coxheath and Sydney	R. Martin	Optional	3	2	12	do		25 00
Cranton Section and North-East Branch Margaree	M. A. Ethridge	do	2½	3	12	do		30 00
Cross Roads Country Harbor and Goshen	J. G. Sinclair	Horse or vehicle	10	1	12	do		35 48
Cross Roads Country Harbor and Guysboro'	E. H. Curritt	do	24	3	12	do		380 00
Crouse Town and Petite Rivière Bridge	S. Hilton	do	3	1	3	do	(from Jan. 1, 1887)	5 00
Culloden and Digby	C. E. Turnbull	do	17 r. t.	1	12	do		47 00
Dalhousie Settlement and Durham	H. McKay	Vehicle	11	2	6	do	(to Sept. 30, 1886)	44 50
do do	do	do	11	2	6	do	from do	36 50
Dartmouth and Halifax	J. E. Leadley	Optional	1¼	19	12	do		105 52
Dartmouth and Montague Gold Mines	F. W. Cooper	Horse or vehicle	7	3	12	do		120 00
Dartmouth and South-East Passage	J. A. Shiers	Vehicle	6	1	12	do		52 00
Dartmouth and West Chezzetcook	W. H. Isnar	Horse or vehicle	48 r. t.	1	12	do		150 00
Dean and Shubenacadie	G. Hamilton	Vehicle	36	6	12	do		1,558 00
Debert Station and Folly Mountain	R. English	do	17½ r. t.	3	12	do		285 36
Debert Station and Mosstown	P. Fulmer	Horse or vehicle	4	3	6	do	(to Sept. 30, 1886)	29 00
do do	E. G. Fraser	do	4	3	6	do	from do	31 00
Dennistown and Judique	A. Gillies	do	7½	1	12	do		30 00
Descouse and Lennox Ferry	N. McDonald	Vehicle	3	6	12	do		140 00
Descouse and Rocky Bay	do	do	3	2	12	do		30 00
Digby and Railway Station	G. R. Burton	Optional	200 yds.	12	12	do		100 00
Digby and Thornville	H. Sederquist	Vehicle	8	2	12	do		100 00
Digby and Westport	G. & E. Stailing	do	43	6	12	do		1,199 00
Digby Wharf and Railway Station	G. R. Burton	Optional	400 yds.	6 & 4	12	do		50 00
Doherty Creek and Street's Ridge	T. Wilkinson	Vehicle	10	3	12	do		119 00
Dover East and Peggy's Cove	W. Baker	Optional	4	2	12	do		60 00
Dufferin Mines and Salmon River	A. Gallagher	Horse or vehicle	3½	3	11	do	(from May 1, 1886)	55 00
Dunmaglass and McAra's Brook	A. McGillivary	Optional	3	3	12	do		50 00
East Bay and McAdam's Lake	R. R. McDonald	Horse or vehicle	6½	2	12	do		75 00
East Bay and Sydney	J. Workman	Optional	14	6	5	do	16 dys. (to Nov. 16, '86)	261 00
East Bay and Sydney Mines	J. W. Peppett	Horse or vehicle	19	6	12	do		696 00
East Chezzetcook and Head of Chezzetcook	J. Smith	Optional	3	1	12	do		25 00
Eastern Harbor and Pleasant Bay	J. G. McIntosh	Horse or vehicle	24	1	12	do		98 75
Eastern Harbor and Port Hastings, &c	W. P. Fynn	Vehicle	101	6	12	do		7,100 00
East Jeddore and Head of Jeddore	D. Wournell	Optional	6	1	12	do		40 00
East Mapleton and Mapleton	W. W. O'Brien	do	4	1	12	do		25 00
East Margaree and Post Road	J. LeBlanc	do	2	3	12	do		70 00
East Mines Station and Folly Village	D. L. Urquhart	Horse or vehicle	4½	12	12	do		200 00

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
East Mines Station and Railway Station	C. Morrison	On foot	20 yds.	6	12 months	50 00
East River St Mary's and Green's Brook	M. Green	Horse or vehicle	3½	1	12 do	20 00
East Side Pubnico Harbor and Forbes' Point	J. McComiskey	Vehicle	10½	3	12 do	183 00
East Side Ragged Island and Lewis Head	G. Craig	Optional	6	1	12 do	60 00
East Southampton and Railway Station	W. F. Lewis	do	½	12	1 do (from Mar. 1, 1887)	3 33
Eastville and Upper Stewiacke	S. Ellis	Vehicle	40 r. t	1	9 do 15 dys. (to Jan. 15,'87)	204 25
do do	do	do	10	6	2 do 16 dys., from do	83 33
Economy Point and Main Post Road	J. Vance	Horse or vehicle	1	6	12 do	60 00
Fel Cove and Main Post Road	M. McLeod	On foot	⅛	2	12 do	10 00
Eel Creek and Linden	K. Hunter	Horse or vehicle	9 r. t	2	6 do (to Sept. 30, 1886)	38 56
do do	do	do	9 r. t.	2	3 do (from Jan. 1, 1887)	19 28
Ellershouse and Newport	D. Harvey	Vehicle	6	2	12 do	85 00
Ellershouse and Railway Station	J. Johnson	On foot	50 yds.	24	12 do	100 00
Elmsdale and Nine Mile River	J. Urquhart	Vehicle	8	1	12 do	44 80
Elmsdale and Railway Station	E. Thompson	On foot	80 yds.	12	12 do	50 00
Emerald and Main Post Road	P. Tompkins	Optional	3½	1	12 do	20 00
Enfield and Oldham	L. Brown	Horse or vehicle	3	2	12 do	40 00
Enfield and Railway Station	H. F. Donaldson	On foot	20 yds.	12	12 do	50 00
Enfield and Renfrew	J. McKenzie	Vehicle	7	1	12 do	48 00
Englishtown and Ingonishe	M. Morrison	do	34	2	12 do	500 00
Erinville and Roman Valley	P. E. Farrell	Optional	7	1	12 do	20 80
Eureka and Railway Station	H. Grant	do	¼	12	1 do (from Mar. 1, 1887)	4 16
Falkland and Herring Cove	J. Dempsey	Vehicle	3	2	3 do (to June 30, 1886)	12 50
do do	T. Hayes	do	3	2	9 do from do	33 75
Falkland Ridge and Springfield	D. D. Starratt	Horse or vehicle	5	1	12 do	29 48
Falmouth Station and Railway Station	W. Armstrong	Optional	12 yds.	12	12 do	47 00
Falmouth Station and Upper Falmouth	S. Aker	Horse or vehicle	10 r. t	3	12 do	80 00
False Bay Beach and South Head Cow Bay	H. Spencer	do	7	1	12 do	45 00
Farmington and West Branch River Philip	M. Chapman	do	12½ r. t.	3	12 do	150 00
Fauxbourg and Lunenburg	E. Steverman	do	6½	1	2 do (from Feb. 1, 1887)	10 83
Fifteen Mile Stream and Trafalgar	W. D. McLean	do	16	1	12 do	104 00
Fletcher's Crossing and Mapleton	W. A. Lodge	Optional	2	2	12 do	45 00
Fletcher's Station and Wellington Station	E. Largie	do	¾	6	12 do	75 00
Folly Lake and Railway Station	N. McPherson	On foot	100 yds.	12	12 do	40 00
Fort Lawrence and Railway Station	C. E. Baker	Optional	¼	12	12 do	100 00

Fort Lawrence and Upper Fort Lawrence	M. Chapman	Horse or vehicle.	2½	3	12	do		80 00
Foster's and Newburn	W. Veinot	do	5	1	12	do		25 00
Fouchie and Gaberouse	W. McDonald	do	12	3	12	do		210 00
Fouchie and Grand River	M. McLeod	do	30	3	12	do		398 00
Four Mile Brook and West River	J. McKay	do	5½	2	12	do		24 00
Four Mile House and Railway Station	T. Payne	do	½	12	3	do	(to June 30, 1886)	10 00
Four Mile House Station and Three Mile House	J. McDonald	Optional	½	3	3	do	do	12 50
Fox Harbor and Pugwash	F. Tuttle	Horse or vehicle.	1	2	12	do		85 00
Framboise and North Framboise	A. McQueen	do	11½	1	12	do		30 00
Fraser's Grant and Heatherton	A. McDougall	do	5	1	12	do		28 00
French River and McGrath's Mountain	D. Cameron	do	5	1	12	do		28 00
Frenchvale and North-West Arm	L. McMullin	do	6	1	12	do		29 00
		Optional	7					
Gaberouse and Gull Cove	A. Hardy	do	4	1	9	do	(from July 1, 1886)	15 00
Gaberouse and Sydney	R. Martin	Horse or vehicle.	26	3	12	do		370 36
Gaspereaux and Gaspereaux (circular route)	R. Westcoat	Vehicle	19 r. t.	1	12	do		63 00
Gaspereaux and Newtonville	do	do	4	1	1	do	14 dys. (from Feb. 15,'87)	2 50
Gaspereaux and Wolfville	E. A. Eagles	Optional	2½	3	12	do		51 00
George's River and Little Bras d'Or	L. Day	Vehicle	5	1	12	do		32 00
Gilbert Cove and Railway Station	I. Kinney	Optional	2½	12	12	do		200 00
Gillander's Mountain and Middle River	C. McLennan	do	4	1	12	do		20 00
Glen Bard and Railway Station	J. McLean	Vehicle	1½	2	12	do		30 00
Glenbervie and Stewiacke Cross Roads	S. Deyarmond	do	5	2	2	do	15 dys. (from Jan. 17,'87)	12 50
Glendale and Mabou	A. Boyd	Horse or vehicle.	24	2	12	do		393 00
Glendale and River Inhabitants Bridge	do	do	14	3	12	do		147 00
Glendyer and Mabou	W. McDonald	do	3	3	12	do		40 00
Glenelg and Upper Cross Roads, St. Mary's	A. Kirk	do	4	3	12	do		42 48
Glenelg and Waternish	K. McKenzie	do	4	1	12	do		20 00
Glengarry and Port Hood	S. Campbell	do	8	1	12	do		48 72
Glengarry Station and Pleasant Valley	A. McKay	Optional	25 r. t.	2	9	do	(to Dec. 31, 1886)	100 56
do do do	do	do	25 r. t.	3	3	do	from do	54 50
do do do	D. Graham	do	25 r. t.	1	9	do	(to Dec. 31, 1886)	80 10
Glengarry Station and Railway Station	do	On foot	100 yds.	12	12	do		50 00
Glen Margaret and Head of St. Margaret's Bay	G. Dauphinée	Vehicle	12	6	12	do		340 00
Glen Margaret and Peggy's Cove	W. Pace	do	8	6	11	do	(to Feb. 28, 1887)	165 00
do do	do	do	9	6	1	do	from do	16 87
Glenshee and Merigonishe	D. Campbell	Horse or vehicle.	9	2	12	do		75 00
Gore's and Waverley	J. McDonald	do	11	1	12	do		49 00
Goldenville and Sherbrooke	M. McGrath	Vehicle	2½	6	12	do		135 00
Gore and Maitland	M. Tucker	Optional	20	2	10	do	(to Jan. 31, 1887)	208 33
do do	do	do	20	3	2	do	from do	62 50
Gore and Mount Uniacke	G. Lively	Horse or vehicle	27	3	3	do	(from Jan. 1, 1887)	128 00
Gore and Newport	B. Dimock	Optional	42 r. t.	3	12	do		317 00
Gore and Shubenacadie (*viâ* Blois Road)	A. Densmore	do	40 r. t.	1	12	do		88 00
Gore and Shubenacadie (*viâ* North Salem)	do	Horse or vehicle.	42 r. t	1	12	do		92 00
Gore and West Gore	W. J. McDonald	do	5	2	9	do	(to Dec 31, 1886)	37 50
Goshen and North End Lochaber	A. Manson	do	7	1	12	do		40 00
Goshen and St. Andrews	A. McPherson	do	17	3	12	do		143 72
Grand Anse Stables and Grandique Ferry	A. McDonald	Optional	3	6	12	do		97 00

Report No. 2, C—*Continued.*

1. Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Grandique Ferry and Lennox Ferry	G. M. Shaw	Optional	¾	6	12 months	600 00
Grandique Ferry and West Arichat	N. McDonald	Vehicle	10	6	12 do	490 00
Grand Lake Station and Railway Station	G. Nichols	On foot	100 yds.	12	12 do	20 00
Grand Narrows and Grand Narrows Rear	A. McDonald	Optional	5	1	12 do	25 00
Grand Pré and Long Island	A. Fullerton	Horse or vehicle	2½	3	12 do	80 00
Grand Pré and Railway Station	A. Borden	On foot	½	12	12 do	100 00
Grand Pré and Wallbrook	A. Mitchell	Optional	2	1	12 do	20 00
Grand River and St. Peter's	A. Morrison	Vehicle	17	6	12 do	600 00
Granton and Westville	A. Hood	do	7	2	12 do	110 00
Granville Ferry and Victoria Beach	J. Morrison	do	16	6	12 do	498 00
Great Village and Londonderry Station	D. M. Kent	do	4	12	12 do	300 00
Great Village and Lower Five Islands	J. W. Davison	do	29½	6	12 do	620 00
Green Cove and Ingonishe	D. Smith	Optional	6	2	12 do	50 00
Green's Creek and Lower Stewiacke	A. Bigelow	Horse or vehicle	30 r. t.	1	12 do	80 00
Greendale and Malignant Cove	J. W. Chisholm	do	4	1	12 do	20 00
Greenfield and Middlefield	H. G. Freeman	Vehicle	5	2	12 do	75 00
Greenfield and Valley Station	R. McKenzie	do	5	2	12 do	50 00
Greenville and Westchester	S. A. Purdy	do	16 r. t.	2	12 do	110 00
Greenville Station and Head of Wallace Bay, North Side	J. Dotten	do	17	3	12 do	188 00
Greenville Station and North Greenville	G. Rushton	Horse or vehicle	5	1	12 do	26 00
Greenville Station and Wallace	B. Betts	Vehicle	17	6	12 do	280 00
Greenwood and Palmer's Road	G. W. Eaton	Horse or vehicle	6½ r. t.	1	3 do (to June 30, 1886)	7 50
Grosses Coques and Railway Station	A. C. Melanson	do	4	12	12 do	240 00
Grosvenor and Railway Station	S. O'Neill	Vehicle	4	3	12 do	80 00
Guysboro' and Heatherton	D. D. Harington	Optional	26	6	12 do	1,378 00
Guysboro' and Port Mulgrave	W. H. McKough	Horse or vehicle	24	3	12 do	448 00
Guysboro', Tor Bay and New Harbor	J. Tory	do	20 & 7	4 & 2	12 do	498 00
Hainsville and North Range Corner	W. H. Hains	Optional	2	2	12 do	31 00
Half Island Cove and Port Felix	A. F. Ehler	Horse or vehicle	26 r. t	2	12 do	115 00
Halfway River Station and Harrison Settlement	W. Harrison	do	7	2	12 do	82 48
Halfway River Station and Railway Station	G. Lewis	On foot	50 yds.	12	12 do	60 00
Halifax and Lower Prospect	J. Drysdale	Horse or vehicle	22½	1	9 do (to Dec. 31, 1886)	71 25
do do	H. Purcell	do	22½	1	3 do from do	21 25
Halifax and Prospect	C. Purcell	do	21	2	12 do	190 00

Halifax and Railway Station	E. Fishwick	Vehicle	1⅛	As req.	12	do		1,000 00
Halifax and Sambro'	A. Neville	Optional.	20	2	3	do	(to June 30, 1886).	49 75
do do	P. Scallion	do	21½	2	9	do	from do	123 75
Halifax and West River Sheet Harbor	T. Archibald	Horse or vehicle.	80	3	3	do	(to June 30, 1886).	346 80
do do	H W. Quinn	do	80	3	9	do	from do	1,040 70
Halifax Post Office and Wharf, also Railway Station and Wharf	S. Cunard & Co.	Vehicle	2	As req.	Season, 1886			66 00
do do	A. Conlon	do	2	As req.	Season, 1886 87			57 00
do do	Sundry persons	do	2		Special trips			8 75
Hansford and Street's Ridge	W. Sutherland	Optional	14 r. t.	3	6 months (to Sept. 36, 1886)			47 00
do do	A. D. Lockhart	do	14 r. t.	3	6	do	do	47 00
do do	do	do	14 r. t.	6	6	do	from do	100 00
Hansford and West Hansford	W. Sutherland	do	1½	2	12	do		15 00
Hantsport and Lochartville	B. Mason	do	2½	3	6	do	(to Sept. 30, 1886)	24 00
do do	do	do	3	3	6	do	from do'	37 00
Hantsport and Railway Station	L. Shaw	On foot	1/16	24	6	do	(to Sept. 30, 1886)	36 00
do do	J. Dodge	do	1/16	24	6	do	from do	34 00
Harbor au Bouche and Railway Station	V. Levangie	Optional	2	12	12	do		73 00
do do	E. Corbet	do	2	12	Arrears from July 5 to Sept. 30, '81			28 81
Harmony Mills and Westfield	R. Johnson	do	4	1	6 months (from Oct. 1, 1886)			12 50
Head of Indian Harbor Lake and Sherbrooke	M. McGrath	Horse or vehicle	33 r. t.	3	12	do		213 68
Head of Jeddore and West Jeddore	P. Myers	Optional	9	2	6	do	(to Sept. 30, 1886)	54 00
do do	A. W. Day	do	6	2	6	do	from do	37 50
Head of Jordan River and Jordan Bay, East Side	J. N. Holden	Horse or vehicle.	5	1	12	do		20 00
Head of River Hebert and River Hebert	B. Baird	do	5	3	9	do	(to Dec. 31, 1886)	58 50
do do	do	do	5	3	3	do	from do	30 00
Head of St. Mary's Bay and Railway Station	E. Spittle	Optional.	4	12	9	do	(to Dec. 31, 1886)	135 00
Head of South River Lake and Salmon River Lake Settlement	H. Kenny	Vehicle	15	1	12	do		37 80
Head of Tatamagouche Bay and Tatamagouche	W. Dobson	do	5	3	12	do		117 00
Heatherton and Railway Station	A. Fraser	do	½	12	12	do		140 00
Heatherton and Summerside	D. Boudroit	Optional	3	1	12	do		27 72
Hebron and Railway Station	C. Cahan	do	¼	12	12	do		50 00
Hedgeville and Main Post Road	H. Holmes	do	1	2	1	do	(from March 1, 1887)	1 75
Hemford and Pleasant River	L. Waterman	do	7	1	3	do	(to June 30, 1886)	7 50
do do	J. Venot	do	7	1	9	do	from do	22 50
Holland Harbor and Port Hilford	G. Flick	do	3	3	12	do		38 75
Hopewell and Melrose	J. M. Daniel	Vehicle	48	6	12	do		788 00
Hopewell and Railway Station	J. Gunn	On foot	¼	12	12	do		85 00
Hopewell and Trafalgar	J. McDonald	Optional	18	3	12	do		140 00
Horton Landing and Railway Station	F. G. Curry	On foot	⅓	12	12	do		75 00
Indian Point and Mahone Bay	J. Ernst	Optional	5	1	12	do		30 00
Iron Ore and Sunnybrae	J. McDonald	do	4	1	12	do		25 00
Isaac's Harbor and Isaac's Harbor, East Side	P. Sinclair	do	3	3	3	do	(to June 30, 1886)	12 87
do do	S. McMillan	do	3	3	9	do	from do	19 85
Isaac's Harbor and Melrose	J. McGrath	Vehicle	28	3	6	do	(to Sept. 30, 1886)	117 36
do do	M. H Grant	do	28	3	6	do	from do	114 00
Isaac's Harbor, East Side, and New Harbor	W. Fanning	Optional	12	1	3	do	(to June 30, 1886)	19 75

Report No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Isaac's Harbor, East Side, and New Harbor	A. McDonald	Optional	12	1	9 months (from July 1, 1886)	56 16
Jackson's and West Branch River Philip	M. Chapman	Vehicle	6	3	12 do	58 00
James River and James River Station	J. Chisholm	Optional	3	2	10 do (from June 1, 1886)	41 66
James River Station and Railway Station	J. McDonald	do	100 yds.	12	12 do	40 00
Jauvrin's Harbor and West Arichat	P. Dorey	Boat	7	2	12 do	70 00
Johnson's Crossing and Railway Station	G. Riese	On foot	¼	12	12 do	30 00
Jordan Bay and Shelburne	A. Morrison	Optional	22 r. t.	3	12 do	138 00
Judique and Upper South West Mabou	D. McDonell	Horse or vehicle	11	1	4 do (from Dec. 1, 1886)	16 66
Kempt and New Grafton	R. Katherns	Optional	3	1	12 do	24 00
Kemptown and Riversdale	K. J. McLean	do	5	2	10 do (to Jan. 31, 1887)	80 00
Kennetcook Corner and Noel	C. W. Hadley	do	20 r. t.	2	12 do	70 00
Kennington Cove and Louisburg	J. McLean	do	6	1	12 do	40 00
Kerrogare and Sunnybrae	D. K. McDonald	do	4	2	12 do	46 00
Kentville and Railway Station	J. E. Eaton	do	200 yds.	24	12 do	150 00
Kewstoke and Whycocomagh	A. McQueen	Horse or vehicle	7½	1	12 do	35 00
Kingsbury and Lunenburg	J. E. Hunt	Vehicle	31 r. t.	2	12 do	322 60
Kingston Station and Melvern Square	W. H. Goucher	do	2½	6	3 do (to June 30, 1886)	18 25
do do	W. Gates	do	2½	6	9 do from do	73 50
Kingston Station and Railway Station	A. Vanbuskirk	Horse or vehicle	100 yds	12	12 do	36 00
Kingston Station and Rhodes	Randall & Goucher	do	14 r. t.	2	6 do (to Sept. 30, 1886)	20 00
do do	Randall & Walker	do	14 r. t.	2	6 do from do	20 00
Kingston Station and Tremont	A. C. Vanbuskirk	do	16 r. t.	2	12 do	125 00
Kentbeck and Oxford	T. R. Smith	do	16 r. t.	1	12 do	52 00
La Have Island and West Dublin	J. Rembey	Optional	5	1	9 do 15 dys. from June 16,'86	67 29
Lake Ainslie, South Side, and Lewis Mountain	N. Martin	do	4	1	12 do	16 00
Lake Annis and Railway Station	A. Whitman	On foot	40 yds.	6	12 do	20 00
Lakelands and Railway Station	J. E. Brown	Optional	¼	6	12 do	60 00
Lake Ramsay and New Ross	G. Ross	Horse or vehicle	5	2	12 do	40 00
Lakevale and West Lakevale	A. J. McGillivray	Optional	3	4	9 do (to Dec. 31, 1886)	26 25
do do	do	do	3	4	3 do from do	12 00
Lapland and Newcombe	J. Garber	Horse or vehicle	17 r. t.	1	3 do (to June 30, 1886)	13 00
do do	S. Demon	do	18 r. t.	1	9 do from do	38 25

Larry's River and Port Felix	J. Pelrine	do	11	2	6	do	(to Sept. 30, 1886)	65 00
do do	C. Deyoung	do	11	2	6	do	from do	50 00
Lawrencetown and Mineville	S. J. Hiltz	Optional	5	1	12	do		30 00
Lawrencetown and Mount Hanly	J. Balcom	Horse or vehicle	29 r. t.	1	8	do	(from Aug. 1, 1886)	73 33
Lawrencetown and Railway Station	H. T. James	On foot	¼	12	12	do		74 00
Lawrencetown and Torbrooke	J Balcom	Horse or vehicle	33 r. t.	2	12	do		110 00
Lawrencetown and West Inglesville	G. C. Banks	do	8 r. t.	2	12	do		30 00
Lawrencetown and West Lawrencetown	M. Hiltz	Optional	4	1	12	do		8 33
Leamington and Spring Hill Mines	G. Nelson	do	4	1	5	do	(from Nov. 1, 1886)	8 74
Leitche's Creek and Upper Leitche's Creek	M Beaton	Horse or vehicle	5	1	6	do	(from Oct. 1, 1886)	18 75
Lewis Bay and Marion Bridge	P. McDougald	do	31½ r. t.	1	9	do	(from July 1, 1886)	189 00
Lewis Head and Sable River	W. Herkins	Vehicle	8	3	12	do		100 00
Linden and Port Howe	K. Hunter	Horse or vehicle	3½	2	12	do		20 00
Lingan and Sydney	J. O'Callaghan	Vehicle	35 r. t.	2	6	do	(to Sept. 30, 1886)	299 00
Linwood and Railway Station	T. W. Kinney	Optional	2	6	12	do		59 00
Little Bass River and Pleasant Hills	R. R. Elliott	Horse or vehicle	5	6	12	do		22 50
Little Bras d'Or and Long Island Main	N. O'Handly	Optional	6	2	6	do	(from Oct. 1, 1886)	39 58
Little Bras d'Or and Point Aconi	D. J. Walker	Horse or vehicle	7	1	9	do	15 dys. (to June 16, '86)	50 00
Little Brook Station and Railway Station	A. Comeau	On foot	½	1	12	do		40 00
Little Harbor and New Glasgow	P. Grant	Optional	6	12	12	do		74 00
Little Harbor and Reidway	J. P. Reid	do	4	3	12	do		5 00
Little Judique and Rear of Little Judique	D. McMillan	Horse or vehicle	4	1	3	do	(from Jan. 1, 1887)	5 00
Little River and Oxford	H. S. Smith	Vehicle	4	1	12	do		20 00
Liverpool and Milton	J. F. Putnam	do	3	2	12	do		47 00
Liverpool and Port Medway	S. Cohoon	do	13	12	12	do		100 00
Liverpool and Western Head	A. A. Shand	Horse or vehicle	7	3	12	do		384 00
Loch Lomond and Red Islands	M. McKenzie	Vehicle	15	3	12	do		149 00
Loch Lomond and Sterling	J Patterson	Optional	7	3	12	do		98 80
Lockeport and Sable River	G Walls, jun	Vehicle	13	2	12	do		29 00
Loganville and West Branch River John	S. Williamson	Optional	2	1	12	do		383 00
Louisburg and South Louisburg	M. McRury	Horse or vehicle	2½	6	12	do	(less fines)	60 00
Lovat and West River	J. W. Fraser	do	5	6	12	do		50 00
Lower Cove and Maccan	W. Higgins	Vehicle	16	3	12	do		89 00
Lower Five Islands and Lynn	G. H. Lewis	Horse or vehicle	6	3	12	do		450 00
Lower Five Islands and Parrsboro'	J. W. Brodrick	do	13	2	12	do		40 00
Lower L'Ardoise and Point Michaud	T. McGrath	do	4	6	12	do		340 00
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	do	2½	1	12	do		19 00
Lower Meagher's Grant and Musquodoboit Harbor	G. Rowling	do	14	3	12	do		39 00
Lower Onslow and Truro	C. R Pearson	do	22 r. t.	1	12	do		70 00
Lower River Hebert and Maccan	C. Carter	do	9½	3	12	do		220 00
Lower River Inhabitants and Port Hawkesbury	A. Blais	Optional	13	3	12	do		141 08
Lower South River Station and St. Andrews	J. McDonald	do	5	3	12	do		165 00
do do do do	D. D. McDonald	do	5	3	12	do		150 00
Lower Stewiacke and Railway Station	W. J. Boomer	On foot	¼	6	9	do	(to Dec. 31, 1886)	48 75
Lower Stewiacke and Ramsay	W. Ramsay	Horse or vehicle	5	6	3	do	from do	50 00
Lower Stewiacke and Whittenburg	J. Crawford	do	8	12	12	do		25 00
Lower Wentworth and Wenworth Station	B. Stevens	Vehicle	8	1	12	do		60 00
Lower West Pubnico and Pubnico Harbor	N. D'Entremont	do	7	2	12	do		69 00
Lunenburg and North-West Arm	E. Steverman	Horse or vehicle	4	3	12	do		124 00
				3	12	do		33 33
				1	10	do	(to Jan. 31, 1887)	

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Lunenburg and Second Peninsula	E. Mason	Horse or vehicle	5	1	12 months	40 00
McKenzie's Road and Parker's Cove	J. Burney	Optional.	10	1	12 do	52 48
McPherson and Pinedale	J. McDonald	Horse or vehicle	5	2	12 do	40 00
Mabou and Mabou Harbor Mouth	D. McDonald	Optional	5	2	12 do	28 00
Mabou and Sight Point	A. McQuarrie	Vehicle	16	1	12 do	51 00
Mahone Bay and Northfield	A. Lohnes	Horse or vehicle	16	1	12 do	94 00
Main-à-Dieu and Scattarie Island	M. McCuish	Optional	9	1	12 do	100 00
Main Post Road and Sprjfield	J. Neville	On foot	¾	2	3 do (to June 30, 1886)	7 50
Maitland and Noel	J. Woodworth	Vehicle	12	6	12 do	288 00
Maitland and Shubenacadie	A. S. Smith	do	20	6	12 do	800 00
Malagash Point and Wallace	W. F. Harrison	do	34½ r. t.	3	6 do (to Sept. 30, 1886)	67 50
do do	A. McInnis	do	30 r. t.	3	6 do from do	45 00
Malagawatch and River Denis	C. McPhail	do	14	1	12 do	32 00
do do	K. McKenzie	do	14	1	12 do	39 72
Malagawatch and West Bay	A. McLeod	do	16	3	12 do	205 48
Malignant Cove and Merigonishe	M. McNeil	Horse or vehicle	22	6	12 do	578 00
Margaree Forks and Upper Settlement Middle River.	T. Coady	Vehicle	18	2	12 do	130 00
Margaretville and Middleton	D. Feindal	do	22 r. t.	3	3 do (from Jan. 1, 1887)	78 00
Margaretville and Morden	J. Redgate	do	14	1	12 do	59 00
Margaretville and Wilmot	G. Neely	do	22 r. t.	2	9 do (to Dec. 31, 1886)	70 50
Marion Bridge and Trout Brook	D. Lamond	Optional	5	1	12 do	33 32
Marshalltown and Railway Station	W. Marshall	do	1½	12	12 do	97 00
Marshy Hope and Railway Station	A. McDonald	On foot	100 yds.	2	12 do	20 00
Marydale and St. Andrew's	W. Forbes	Horse or vehicle	4	1	12 do	20 00
Mattatal's Lake and Tatamagouche	A. Patriquin	do	9	1	12 do	40 00
Mavilette and Yarmouth	N. Bishop	do	20	6	12 do	374 00
Meiklefield and Sutherland's Mills	D. McInnis	Optional	4	1	9 do (to Dec. 31, 1886)	15 00
do do	W. McDonald	do	4	1	3 do from do	9 50
Merigonishe and Railway Station	J. W. Dunn	do	½	12	12 do	96 00
Meteghan and Railway Station	E. E. Shehan	Horse or vehicle	5½	12	12 do	200 00
Meteghan Station and Railway Station	F. Geddry	On foot	¼	12	12 do	40 00
Middle Musquodoboit and Murchyville	W. McCurdy	Vehicle	5	2	3 do (to June 30, 1886)	11 12
do do	do	do	5	2	9 do from do	36 75
Middle Musquodoboit and Newcombe's Corner	G. McLeod	do	9	1	6 do (to Sept. 30, 1886)	17 34
do do	do	do	9	1	6 do from do	24 00

Middle Musquodoboit and Wyse's Corner	W. McCurdy	do	27 r. t.	3	12	do		156	00
Middle River and West Side Middle River	L. McLeod	Optional	4	1	12	do		18	00
Middleton and Nictaux Falls	R. D. Beals	Horse or vehicle.	4	6	8	do	(from Aug. 1, 1886)	66	66
Middleton and Port George	W. Mosher	do	8	3	12	do		90	00
Middleton and Railway Station	J. Gullivan	On foot	¼	12	12	do		60	00
Milford Station and Railway Station	C. Andrew	do	¼	12	9	do	(to Dec. 31, 1886)	30	00
do do	G. L. Colter	do	¼	12	3	do	from do	10	00
Mill Road and New Ross	G. Ross	Horse or vehicle	5	1	12	do		40	00
Minudie and River Hebert	S. Mack	Vehicle	8	6	12	do		239	72
Monk's Head and Pomquet Chapel	F. Boudroit	Horse or vehicle.	2½	2	12	do		30	00
Morden and Victoria Harbor	S. Balcom	Vehicle	3	1	12	do		24	00
Mooseland and Tangier	J. Prest	Horse or vehicle	13	1	12	do		50	00
Mountain Road and River John	R. Hott	Optional	3	2	12	do		28	00
Mount Cusack and Sydney	H. Cusack	Horse or vehicle	7	1	12	do		35	00
Mount Denison and Railway Station	M. J. Shaw	On foot	⅕	6	12	do		80	00
Mount Hanly and Upper Clarence	G. Wotton	Horse or vehicle	15 r. t.	1	4	do	(to July 31, 1886)	26	66
Mount Thora Settlement and Salt Springs	A. McKay	Vehicle	6	2	13	do		70	00
Mount Uniacke and Mount Uniacke Gold Mines	W. Allen	Optional	4	3	12	do		60	00
Mount Uniacke and Railway Station	J. McLean	do	135 yds	12	12	do		50	00
Mount Uniacke and Rawdon	G. Lively	do	14	2	9	do	(to Dec. 31, 1886)	78	75
Musquodoboit Harbor and Petpeswick Harbor	A. Young	do	6	2	3	do	(to June 30, 1886)	12	50
do do	B. Young	do	6	2	9	do	from do	37	50
Nappan Station and Railway Station	A. C. Barry	On foot	75 yds.	12	12	do		80	00
New Campbellton and New Harris	D. Morrison	Horse or vehicle.	5	1	12	do		30	00
New Campbellton and North Sydney	W. McLeod	do	19	3	5	do	(to Aug. 31, 1886)	141	66
do do	do	do	20	3	7	do	from do	203	77
New Edinburgh and Weymouth Bridge	A. Deveaux	do	5¼	2	12	do		55	00
New Glasgow—Eastern Extension Railway and Intercolonial Railway	T. W. Church	Optional	20 yds.	12	8	do	(to Nov. 30, 1886)	40	00
New Glasgow and Railway Station	do	do	¼	12	8	do	do	40	00
do do	do	do	¼	24	8	do	do	166	66
do do	do	do	¼	30	4	do	from do	104	16
New Glasgow and Thorburn	F. Love	Horse or vehicle	5	6	9	do	(from July 1, 1886)	150	00
New Glasgow and Trenton	A. M. Fraser	Optional	1½	6	12	do		121	00
New Glasgow and Upper Cross Roads, St. Marys	J. Fraser	Vehicle	43	3	12	do		694	00
New Glasgow and Vale Colliery	F. Love	do	5	6	6	do	(to Sept. 30, 1886)	50	00
Newport and Newport Landing	F. Chambers	do	17 r. t.	4	12	do		225	00
Newport and Newport Station	W. Gibson	do	5	6	12	do		190	00
Newport and South Rawdon	J. W. Hennessy	do	24 r. t.	1	12	do		73	00
Newport and Upper Newport	do	do	10½ r. t.	1	12	do		35	00
Newport and Walton	E. A. Bancroft	do	20	6	10	do	(to Jan. 31, 1886)	486	66
do do	do	do	20	6	2	do	from do	129	77
Newport Station and Railway Station	L. H. Sweet	On foot	12 yds.	24	12	do		50	00
New Ross and Stoddart's	E. Boylan	Vehicle	26	2	12	do		163	00
New Ross and Vaughan's	R. Boylan	do	15	2	12	do		99	68
Newville and Railway Station	C. W. Young	do	20 yds.	12	12	do		10	00
Nictaux Falls and Wilmot	J. Toole	do	4½	3	4	do	(to July 31, 1886)	21	33
Nine-Mile River and Shubenacadie	J. W. Dusmore	do	28 r. t.	1	10	do	(to Jan. 31, 1887)	47	50

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						$ cts.
Noel and Shubenacadie	J. Woodworth	Vehicle	32	1	12 months	112 00
Noel and Walton	J. Murray	do	15	3	12 do	248 00
North End Lochaber and West Side Lochaber	J. A. Stewart	Horse or vehicle	3	3	9 do (from July 1, 1886)	37 50
North Range Corner and Railway Station	C. B. McNeill	Optional	½	12	12 do	60 00
North Range Corner and South Range	J Marshall	do	3	2	12 do	40 00
North River Bridge and South Gut St. Ann's	A. G. Morrison	Vehicle	11	2	2 do (to May 31, 1886)	14 16
North Side Grand Narrows and South Side Grand Narrows	H. A. Archibald	Horse or vehicle.	1	3	10 do 12 dys. (to Feb. 12, '87)	173 88
do do	do	do	1	6	1 do 16 dys., from do	53 22
North Sydney and Port Hastings (including ferriage)	do	do	87	3	10 do 12 dys. (to Feb. 12, '87)	2,175 80
do do	do	do	87	6	1 do 16 dys, from do	653 44
North-West Arm and Rear of Ball's Creek	G. K. Ball	do	3	1	12 do	13 00
Norwood and Railway Station	D. A. Saunders	Optional	100 yds.	6	12 do	30 00
Oakfield and Railway Station	J Ferguson	On foot	100 yds.	12	12 do	40 00
Oban and St. Peter's	J. Morrison	Horse or vehicle	6	2	12 do	32 00
Old Bridgeport Mines and Main Post Road	F. J. Mitchell	On foot	1	6	10 do (from June 1, 1886)	33 33
Onslow Station and Railway Station	A. McCurdy	do	¼	12	12 do	40 00
Outer Island of Port Hood and Port Hood	W. D Smith	Boat	3	3	12 do	30 00
Oxford and Railway Station	E. Thompson	Vehicle	3½	12	12 do	148 00
Oxford and Rockly	J. A. Fraser	Horse or vehicle.	11	1	12 do	45 00
do do	A. Cameron	do	11	1	12 do	40 00
Paradise Lane and Railway Station	W. F Morse	Optional	½	12	12 do	60 00
Paradise Lane and Roxbury	W. Gormley	Horse or vehicle.	7	1	12 do	35 00
Parrsboro' and Partridge Island	J. W. Jenks	Optional	2	6	12 do	160 00
Parrsboro' and Railway Station	do	do	½	12	12 do	50 00
Parrsboro' and Three Sisters	E. D. Fullerton	Vehicle	45	6	12 do	1,166 64
Parrsboro' and Two Islands	T. W. McKay	Horse or vehicle.	6½	2	12 do	65 00
Pictou and Pictou Island	J. Currie	Boat	12	1	12 do	240 00
Pictou and Railway Wharf	W. McDonald	Optional	¼	24	12 do	150 00
Pictou and River John	T. Meagher	Vehicle	20	6	9 do (to Dec. 31, 1886)	356 25
do do	W. Gammon	do	20	6	3 do from do	118 75
do do (*viâ* Shore)	D. M. Geldert	do	29	2	12 do	350 00
Pictou and Truro	W. Gammon	Horse or vehicle	50	3	12 do	895 00
Pictou and West River Station	T. G. Anderson	Vehicle	23	3	12 do	311 00

Pictou Landing and Railway Station	E. McLeod	On foot	1¼	12	5	do	16 dys. (to Sept. 16, '86)	18	33
do do	do	do	1¼	18	6	do	14 dys., from do	32	50
Pictou Landing Station and Railway Station	T. M. Boggs	Optional	50 yds.	6	Season, 1886			75	00
Piedmont Valley and Railway Station	J. McDonald	do	¼	3	12 months			15	00
Pine Tree and Railway Station	R. Mitchell	do	1½	3	12	do		60	00
Pirate Harbor and Railway Station	R. Peebles	do	½	12	12	do		80	00
Pleasant Point and West Jeddore	F. Mosher	do	6	1	12	do		38	00
Pleasant Valley and Railway Station	E. Craig	do	1½	2	12	do		30	00
Plympton and Railway Station	J. Mullan	do	3	12	12	do	(less fine)	148	00
Point Edward and Sydney	D. Beaton	Vehicle	12½ r. t.	1	12	do		40	00
Pomquet Chapel and Railway Station	C. Duong	Optional	2	6	12	do		70	00
Port Acadie and Railway Station	F. Belliveau	do	2½	12	12	do		200	00
Port Beckerton and Port Hillford	G. S. Taylor	do	8	1	12	do		52	00
Porter's Lake and West Chezzetcook	G. E. Ormon	do	3	3	12	do		40	00
Port Hastings and Port Hawkesbury	A. McDonald	Horse or vehicle	3½	12	12	do		220	00
Port Hastings and Railway Wharf	H. A. Archibald	do	¼	12	12	do		156	50
Port Hastings Railway Wharf and Port Hawkesbury	A. McDonald	do	3½	As req.	154 trips			154	00
Port Hawkesbury and Railway Wharf	do	do	¼	12	12 months			156	50
do do	A. Beaton	do	¼	As req.	Season, 1886			27	80
Port Hawkesbury and Sydney	J. Morrison	Vehicle	100	6	12 months			5,724	88
Port Hood and Port Hood Island	J. Smith	Optional	1½	2	12	do		24	00
Port Joli and St. Catharine's River	L. Robertson	Horse or vehicle	6	1	12	do		40	00
Port Mulgrave and Railway Wharf	R. Trites	Optional	½	12	12	do		80	00
Port Philip and Pugwash	G. King	Horse or vehicle	4½	3	12	do		60	00
Port Royal and West Arichat	A. McDonald	Optional	3	3	12	do		100	00
Port Williams and Port Williams Station	J. L. Bishop	Vehicle	1	6	12	do		70	56
Port Williams and Town Plot	E. Burbidge	do	2½	3	12	do		55	00
Port Williams Station and Railway Station	F. E. Forsyth	do	12 yds.	24	12	do		62	60
Port Williams Station and White Rock Mills	J. L. Bishop	do	4½	3	12	do		90	00
Preston and Main Post Road	D Deloughey	On foot	¼	6	5	do	(from Nov. 1, 1886)	25	00
Princeport and Truro	J. Yuill	Optional	8	6	10	do	(to Jan. 31, 1887)	206	66
do do	do	do	8	6	2	do	from do	45	35
Pugwash and Thomson's Mills	J. R. Lamy	do	15½	6	12	do		461	88
Purlbrook and Salt Springs	A. Cameron	do	3	1	12	do		20	00
Quinan and Tusket	L. Porter	Horse or vehicle	12	2	12	do		90	00
Rear Black River and West Bay	M. Morrison	Vehicle	16	1	12	do		38	48
Rear Lands Sporting Mountain and St. Peters	J. Morrison	do	8	2	12	do		50	00
River Bourgeois and River Tear	J. R. L. McLean	do	2½	6	12	do		190	00
Riverdale and Weymouth Bridge	J. H. Sabine	Horse or vehicle	10	1	12	do		40	00
River Hebert and Shulie	B. Baird	Vehicle	14	3	12	do		273	00
River Inhabitants Bridge and West Bay	M. McKinnon	Optional	5	6	12	do		150	00
River John and Tatamagouche	J. McLeod	do	13	6	12	do		292	48
River Philip Station and West Branch River Philip	M. Chapman	Vehicle	5	6	12	do		180	00
Riversdale and Railway Station	B. A. Wall	do	1/16	12	12	do		44	00
Riversdale and Upper Kempton	K. J. McLean	Optional	8½	2	2	do	(from Feb. 1, 1887)	27	20
Rockingham and South Ohio	J. E. Allen	Horse or vehicle	20	2	12	do		225	00
Rockingham Station and Railway Station	T. Payne	On foot	½	12	9	do	(from July, 1, 1886	30	00

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Rockingham Station and Three Mile House	J. McDonald	Optional	1	3	9 months (from July 1, 1886)	48 75
Roman's Valley and St. Andrews	A. H. McIsaac	do	15	3	12 do	199 00
Round Hill and Railway Station	C. E. Spurr	On foot	½	12	12 do	59 00
St. Andrews and Vernal	A. McDonald	Vehicle	5	2	12 do	43 48
St. Peter's Bay and West Bay	S. McLeod	Horse or vehicle	28	3	12 do	480 00
Salem and Yarmouth	O. S. Davison	do	2	6	6 do (to Oct. 31, 1886)	23 50
do do	A. Bain	do	2	6	5 do from do	18 75
Salmon River and Sheet Harbor Passage	W. C. Wambold	Optional	7	2	3 do (to June 30, 1886)	21 25
do do	do	do	7	2	9 do from do	90 00
Salt Spring's Station and Railway Station	J. W. Black	On foot	20 yds.	12	12 do	20 00
Sandford and Yarmouth	D. C. Weston	Horse or vehicle	20 r. t.	2	12 do	123 72
Sand River and Shulie	E. J. White	do	7	2	12 do	75 00
Saulnierville and Railway Station	A. Potter	do	1¾	12	12 do	200 00
Scotch Village and Woodville	H. S. Cochran	do	10 r. t.	1	12 do	45 00
Shad Bay and (White's) Prospect Raod	C. Christian	Optional	2	2	12 do	15 00
Shelburne and Upper Ohio	J. Hogg	Vehicle	36 r. t.	1	12 do	75 00
Shelburne and Yarmouth	O. S. Davison	do	70	6	12 do	1,900 00
Sherbrooke and West River Sheet Harbor	G. M. Elliott	Horse or vehicle	60	3	12 do	800 00
Ship Harbor Lake and Ship Harbor Lake (circular route)	J. W. Webber	Vehicle	23 r. t.	1	12 do	100 00
Shubenacadie and Railway Station	A. Kirkpatrick	On foot	100 yds.	30	12 do	109 00
Six Mile Brook and West River	J. McKay	Horse or vehicle	6	2	12 do	30 00
Six Mile Road and Wallace Grant	O. Cooke	do	5	3	12 do	60 00
Skye Mountain and Whycocomagh	A. Ross	do	6	1	3 do (to June 30, 1886)	7 50
do do	A. G. Nicholson	do	6	1	9 do from do	22 50
Sluice Point and Surette Island	H. Surette	Optional	2	1	12 do	25 00
Sluice Point and Tusket	W. D. Vanorden	do	6	1	12 do	51 00
Southampton and Railway Station	J. Megeny	do	¾	12	12 do	115 00
South Branch and Upper Stewiacke	W. Cox	do	19 r. t.	3	1 do (to April 30, 1886)	13 00
do do	C. P. McCulloch	do	19 r. t	3	11 do from do	91 63
South Farmington and Railway Station	D. E. McGregor	do	1½	12	12 do	70 00
South Gut St. Ann's and Tarbert	A. G. Morrison	do	4	2	10 do (from June 1, 1886)	90 13
South Harbor and White Point	A. McPherson	do	9	2	12 do	125 00
South Merland and Tracadie	M. Delorey	do	8	1	3 do (to June 30, 1886)	12 00
do do	do	do	8	1	9 do from do	25 50

South Ohio and Railway Station	M. Crosby	do	⅛	12	12	do		40 00
South Waterville and Waterville	F. Parish	do	11 r. t.	1	12	do		32 00
South West Margaree and Upper Margaree	J. S. McDonald	do	4	2	12	do		34 48
Speitche's Cove and Railway Station	J. T. Thomas	do	3	12	9	do	(to Dec. 31, 1886)	146 25
Spring Hill Junction and Railway Station	J. A. Dunn	do	⅛	12	9	do	(from July 1, 1886)	30 00
Spring Hill Mines and Railway Station	M. C. Cooper	do	½	18	12	do		135 00
Spring Hill Mines and Windham Hill	J. M. Bragg	do	7	2	12	do		80 00
Stellarton and Railway Station	J. Bartley	On foot	¼	24	12	do		150 00
Stellarton and Westville	A. Hood	Vehicle	3	12	12	do		240 00
Strathlorne and Whycocomagh	N. McMillan	Horse or vehicle	49 r. t.	2	12	do		250 00
Sutherland's River and Railway Station	W. Sutherland	Optional	2	3	12	do		45 00
Tatamagouche and Waugh's River	J. Lombard	Vehicle	12 r. t.	3	12	do		140 00
Tatamagouche and Wentworth Station	A. Purdy	do	20	6	12	do		440 00
The Falls and West New Annan	D. C. Byers	do	9	3	12	do		163 00
Thomson's Mills and Westchester	E. J. Purdy	do	13	2	12	do		150 00
Thorburn and Merigonishe Station	H. McDonald	Optional	5	6	2	do	(from Feb. 1, 1887)	30 00
Torbrooke and Tremont	W. Brown	Horse or vehicle	5	1	12	do		50 00
Tracadie and Railway Station	P. Delorey	do	½	12	12	do		60 00
Trafalgar P.O (old site) and Trafalgar P.O. (new site)	J. McDonald	Optional	2	2	12	do		26 00
Truro and Railway Station	C. B. Archibald	do	¼	24	12	do		300 00
Tupperville and Railway Station	D. S. Chipman	do	¼	12	12	do		50 00
Tusket Wedge and Yarmouth	B. LeBlanc	Vehicle	12	3	12	do		187 48
Upper Musquodoboit and West River Sheet Harbor	I. S. Stewart	do	31	3	1	do	(to April 30, 1886)	66 66
do do do	J. A. Logan	do	26	3	11	do	from do	364 83
Upper Newport and Woodville	E. Sweet	Optional	1½	1	12	do		11 68
Valley Station and Railway Station	W. Christie	Optional	600 yds.	12	12	do		40 00
Waterville and Railway Station	J. S. Pineo	Optional	70 yds.	12	12	do		50 00
Waverley and Windsor Junction	J. Otto	Vehicle	3	6	12	do		130 00
Wentworth Creek and Windsor	J. Trider, sen.	do	2½	3	12	do		70 00
Westbrook and Railway Station	J. C. Taylor	do	1	12	12	do		104 00
Westbrook Mills and Railway Station	J. A. Killam	Optional	50 yds.	6	11	do	(from May 1, 1886)	27 50
West Merigonishe and Railway Station	J. R. McDonald	Vehicle	1	6	12	do		40 00
West River and Westville	J. Munro	do	9	3	12	do		180 00
West River Station and Railway Station	D. Graham	On foot	75 yds.	12	12	do		40 00
Weymouth and Railway Station	C. D. Jones	Optional	1½	12	12	do		100 00
Weymouth Bridge and Railway Station	G. J. Hoyt	On foot	¼	12	12	do		40 00
Whycocomagh and Whycocomagh Rear	H. McDonald	Optional	6	1	12	do		24 00
Wilmot and Railway Station	E. Cumminger	do	1¼	12	12	do		95 00
Windsor and Railway Station	P. Burnham	On foot	1⅛	24	12	do		200 00
Windsor Junction and Railway Station	P. Hessian	do	⅛	36	12	do		80 00
Windsor Junction—I. C. Ry. and W. & A. Ry.	A. G. Hebert	do	20 yds.	6	12	do		60 00

REPORT No. 2, C—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Windsor Junction—I. C. Ry. and W. & A. Ry	P. Hessian	On foot	20 yds	6	9 months 15 dys. (fr. June 16,'86).	47 50
Wolfville and Railway Station	G. V. Rand.	do	¼	24	12 do	100 00
Woodbourne and Railway Station	T. J. Christison	Optional	1½	2	12 do	50 00
Yarmouth and Railway Station	A. Bain	Horse or vehicle.	½	12	12 do	48 00
					Total	$114,679 42

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

Report No. 2, C—*Continued.*

Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Annapolis and Digby	G. E. Corbitt	17	6	12 months (to Mar. 31, 1887) and extra trips	3,690 00
Barrington Passage and Yarmouth	W. H. Cook	53	2	Season of 1886	300 00
East Bay and North Sydney	Bras d'Or Steam Navigation Co.	33	3	do	1,000 00
Halifax and Boston, U.S. (half of postage collected)	J. F. Phelan & Son	400	1	do	400 00
North Sydney and Sydney	Owners of steamer "Lady of the Lake"	5	6	do	100 00
Yarmouth and Boston, U.S. (portion of postage collected)	Yarmouth Steamship Co.	240	2	do	314 45
				Total	$5,804 45

A. W. McLELAN,
Postmaster-General.

H. A. Wicksteed,
Accountant.

Report No. 2, C—*Continued.*

1. Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Cumberland Coal and Railway Co	32	6 & 12	12 months (to 31st March, 1887)	895 18
Eastern Extension Railway (including ferriage)	80	6	12 do do do (and arrears)	7,267 60
Intercolonial Railway (within Nova Scotia)	196	With varying freqency over different sections of the line.	12 do do do	25,480 00
Western Counties Railway	67	6	12 do do do	3,355 36
Windsor and Annapolis Railway	130	6 & 12	12 do do do (and arrears)	8,690 24
			Total	$45,688 38

A. W. McLELAN,
Postmaster-General.

H. A. Wicksteed,
Accountant.

REPORT No. 2, C—*Concluded*.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department.	721	57
R. S. Montgomery	Mail bags and repairs for do ...	19	04
E. Chanteloup	Brass mail locks for do ...	50	00
G. Bailey	Repairing mail locks for do ...	7	94
H. B. Fidler	Repairing mail bags for Post Office Inspector, Halifax...	26	10
A. V. Allen	do do do ...	14	08
do	do for Postmaster do ...	17	08
A. McMaster, P.M.	To pay for stencilling mail bag for Postmaster, Low Point	0	16
	Total	$855	97

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Acadie, Acadie Siding and Railway Station	J. McDonald	Vehicle	7	2	12 months (and arrears)	137 50
Adamsville and Railway Station	J. M. Kennedy	On foot	1/16	6	8 do (from Aug. 1, 1886)	13 33
Albert and Elgin	F. Doherty	Vehicle	28	1	12 do	160 00
Albert and Lumsden	S. W. Fillmore	Optional.	7	1	12 do	25 00
Albert and Point Wolf	W. Martin	Vehicle	20	6	6 do (to Sept. 30, 1886)	323 50
do do	W. J. Anderson	do	20	6	6 do from do	233 50
Albert and Railway Station	J. S. Fullerton	do	1/4	12	6 do (to Sept. 30, 1886)	30 00
do do	do	do	1/4	12	6 do from do	27 74
Albert Mines and Railway Station	G. Woodworth	do	1/4	12	12 do	30 00
Aldonane and Richibucto	M. Daigle	do	8	2	9 do (to Dec. 31, 1886)	37 50
do do	P. Richard	do	8	2	3 do from do	11 62
Alexander's Point and Miscou Lighthouse	O. Valley	do	26	2	6 do (to Sept. 30, 1886)	166 00
do do	C. Vibert	do	26	2	6 do from do	142 50
Alexander's Point and Shippigan	R. Dugué	do	3	3	9 do (to Dec. 31, 1886)	70 32
do do	do	do	3	3	3 do from do	37 50
Alexandria and Scovill's Mills	T. Stevenson	Horse or vehicle.	4	1	12 do	20 80
Allison and Moncton	I. Wilson	Vehicle	10	1	12 do	52 00
Allandale and Poquiock	D. Connelly	Horse or vehicle.	6	1	12 do	35 00
Alma and Hastings	J. E. McQuaid	Vehicle	4	1	12 do	26 00
Anagance and Corn Hill	W. S. Dickey	do	6	2	6 months (to Sept. 30, 1886)	36 50
do do	S. Stockton	do	6	2	6 do from do	34 00
Anagance and Elgin	E. A. Robinson	do	18	2	12 do	144 00
Andover and Fort Fairfield, U.S	J. Sloot	do	7	2	6 do (to Sept. 30, 1886)	30 00
do do	do	do	7	2	6 do from do	48 00
Andover and Railway Station	J. C. McCluskey	do	1/2	12	12 do	50 00
Annidale and English Settlement	W. Joslin	Optional.	4	2	12 do	25 00
Apohaqui and Case Settlement	G. Z. Parlee	Horse or vehicle.	10	1	12 do	50 00
Apohaqui, Collina and Pearson's	J. Miles	do	11, 13 & 17	3 & 2	1 do (to April 30, 1886)	14 58
do do	do	do	11, 14 & 17	3 & 2	11 do from do	162 36
Apohaqui and Erb Settlement	J. Smiley	do	4	1	5 do (to Dec. 31, 1886)	12 50
do do	H. E. Sinnott	do	4	1	3 do from do	11 05
Archibald Settlement and River Louison	J. Black	do	3	1	3 do (to June 30, 1886)	6 50

Archibald Settlement and Sunnyside	W. D. Millar	do	4	1	12	do		7 50
Armstrong and Waterford	J. Gray	Vehicle	8	1	12	do		45 72
Armstrong Brook and Jacquet River Station	W. Barclay	Optional	1	12	12	do		50 00
Armstrong Brook and River Louison	do	do	3	6	12	do		175 00
Armstrong's Corner and Round Hill	R. Corbett	Horse or vehicle	20	2	12	do		230 00
Aroostook Portage and California	D. Murchison	do	2	1	3	do	(to June 30, 1886)	25 00
Back Bay and St. George	A. J. Seely	Vehicle	11	3	12	do		224 88
Bairdsville and Beaconsfield	H. Baird	Horse or vehicle	11	1	12	do		55 00
Barachois and Lower Abougoggin	H. Gallang	Vehicle	11	1	12	do		44 48
Barnaby River and Railway Station	M. McDonald	do	1/16	12	12	do		30 00
Bartibog and Chatham	J. Doyle	do	12	1	12	do		40 00
Bartlett's Mills and Railway Station	J. Bartlett	On foot	1/4	6	12	do		90 00
Bass River and South Branch	J. A. Campbell	Vehicle	16	3	12	do		269 00
Bath, Johnville and Kilfoil	B. McGuire	do	8 & 3 1/2	2 & 1	3	do	(to June 30, 1886)	20 00
do do	G. Giberson	do	8 & 3 1/2	2 & 1	9	do	from do	63 75
Bath and Railway Station	T. Behan	On foot	1/2	12	12	do		60 00
Bathurst and Caraquet	J. Foley	Vehicle	42	6	12	do		975 00
Bathurst and Railway Station	S. P. Melanson	do	2	18	12	do	and extra trips	174 54
do do	do	do	2	3	6	do	(from Oct. 1, 1886)	19 50
Bathurst Village and Dumfries	J. Nicol	Horse or vehicle	6	1	12	do		31 00
Bathurst Village and Tête à Gouche River (South Side)	A. Branch	Vehicle	10 & 8	1	9	do	(to Dec. 31, 1886)	52 50
do do	do	do	10 & 8	1	3	do	from do	9 87
Bay du Vin and Chatham	H. Sinclair	Horse or vehicle	23	2	6	do	(from Oct. 1, 1886)	100 00
Bay du Vin and Point Escuminac	E. Nowlan	do	21	2	6	do	do	110 00
Bay du Vin Mills and Upper Bay du Vin	W. Dickins	Vehicle	5	1	12	do		40 00
Bayfield and Port Elgin	E. D. Silliker	do	15 & 20	3	12	do		156 00
Bayfield, Port Elgin and Spence	J. H. Trenholm	Optional	24 & 7	2 & 1	12	do		170 00
Bayside and St. Andrews	J. Simpson	Vehicle	7	2	9	do	(to Dec. 31, 1886)	45 00
do do	J. Richardson	do	7	2	3	do	from do	25 00
Bear Island and Scotch Lake	J. Sinnett	Horse or vehicle	4	1	12	do		27 00
Beaufort and Bristol	J. Boyer	do	19	3	6	do	(to Sept. 30, 1886)	130 00
Beaufort and Highlands	J. Gray	do	9	3	6	do	from do	55 00
Beaver Dam and Russagornis	W. Haining	do	5	1	12	do		26 00
Beaver Harbor and Black's Harbor	G. W. Cross	do	3	1	12	do		35 00
Beaver Harbor and Pennfield Ridge	W. Ash	do	4	3	12	do		100 00
Belledune and Belledune River	D. McCurdy	Optional	4	3	12	do		75 00
Belledune and Railway Station	J. Chalmers	do	1	12	12	do		80 00
Belleisle Creek and Norton Station	J. M. Huggard	Vehicle	7	2	12	do		57 00
Belliveau Village and St. Joseph	S. Bourgeois	do	7	2	12	do		70 00
Belyea's Cove and Heustis Landing	J. B. Mott	Horse or vehicle	3	2	12	do		39 00
Benton and Railway Station	A. J. Teed	On foot	50 yds.	12	12	do		20 00
Bereeford and Railway Station	J. Aubé	do	100 yds.	6	12	do		15 00
Biggar Ridge and Foreston	W. H. Staten	Horse or vehicle	4	1	12	do		25 00
Black Brook and Chatham	A. Marshall	Vehicle	8	2 & 1	3	do	(to June 30, 1886)	19 87
do do	J. A. Ward	do	8	2	6	do	(to Dec. 31, 1886)	39 74
do do	A. Manderson	do	6	4	3	do	from do	32 50
Black Lands and River Charlo	W. Cook	Optional	3	3	12	do		38 00

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Black Point and New Mills	P. Devereux	Optional	4	3	12 months	45 96
Black Rock and Three Brooks	L. Reed	do	1½	2	12 do	25 00
Blackville and Coughlan	D. Coughlan	Horse or vehicle	4	1	12 do	26 00
Blackville and Shinnickburn	W. T. Underhill	Vehicle	18	1	9 do (to Dec. 31, 1886)	96 00
do do	do	do	18	1	3 do from do	30 00
Blair Athol and Dalnousie	J. McIntyre	Optional	19	1	12 do	70 00
Bloomfield and Railway Station	N. Wetmore	do	¾	12	12 do	56 00
Bloomfield Ridge and Boiestown	T. McDonald	Horse or vehicle	6	1	12 do	42 00
Bloomfield Station and Central Norton	N. Wetmore	Optional	3½	3	12 do	65 00
Bloomfield Station and Railway Station	T. W. Kierstead	On foot	1/16	12	12 do	20 00
Bocabec and St. Andrews	P. McLaughlin	Horse or vehicle	9	3	12 do	195 00
Boiestown and Parker's Ridge	J. W. Parker	Vehicle	5	1	12 do	25 00
Boistown and Texas River	T. McDonald	Horse or vehicle	4½	1	12 do	30 00
Bon Accord and Kincardine	D. Burns	do	5	2	7 do (to Oct. 31, 1886)	23 33
do do	do	do	5	2	5 do from do	33 33
Bonny River Station and Elmcroft	J. Frost	do	6	1	12 do	32 00
Bonny River Station and Railway Station	G. Matheson	On foot	¼	12	12 do	24 00
Boudreau Village, Rockland Station and South Rockland	J. Sutherland	Vehicle	1 & 5½	2 & 6	12 do	273 00
Boundary Creek and Railway Station	R. B. C. Weldon	On foot	¼	12	12 do	30 00
Boundary Creek and Steeve's Mountain	do	Vehicle	3½	1	12 do	38 00
Bourgeois, Grandique and Poirier's	R. Poirier	do	4 & 2	1 & 3	12 do	90 00
Breadalbane, New Mills and Railway Station	A. McNair	Optional	1	12	12 do	50 00
Briggs' Corner and Sheffield	F. McGowan	Vehicle	38	2	9 do (to Dec. 31, 1886)	281 25
do do	H. L. Bailey	do	38	2	3 do from do	85 00
Bristol and Highlands	J. Tooey	do	11	3	6 do (from Oct. 1, 1886)	98 50
Bristol and Railway Station	J. Boyer	On foot	½	12	12 do	25 00
Brownsville and Stewarton	A. McGregor	Horse or vehicle	5	1	12 do	25 84
Buctouche and McLaughlin Road	T. Roberts	Vehicle	16 & 30	2	12 do	180 00
Buctouche and Richibucto	do	do	18	3	12 do	228 00
Buctouche and St. Castin	L. Sawyer	Horse or vehicle	6½	1	12 do	30 00
Buctouche and Shediac	J. D. Weldon	Vehicle	22	6	12 do	494 00
Bull Moose Hill and Springfield	W. E. Benson	Horse or vehicle	5	1	12 do	15 60
Bumfrau, Mineral and Railway Station	A. Kearney	do	5 & ⅛	1 & 12	12 do	70 00
Burnsville and Pockshaw	R. Cushing	do	9	3	12 do	100 00
Burnt Church and Church Point	J. McKnight	Vehicle	4	3	12 do	40 00

Butternut Ridge and Carsonville	H. F. Price	do	15	1	12	do		93 00
Butternut Ridge, New Canaan and Forks	A. Perry	do	12 & 3	2 & 1	12	do		128 00
Butternut Ridge and Petitcodiac	do	do	10	6	5	do	(to Aug. 31, 1886) and arrears	283 08
Caledonia, Turtle Creek and Railway Station	G. D. Reid	Horse or vehicle.	17 & ½	2	12	do		97 96
Calhoun and Railway Station	J. B Calhoun	On foot	½	12	12	do		25 00
Cameron's Mills and St Louis de Kent	N. Mazerole	Vehicle	10	2	9	do	(to Dec. 31, 1886)	82 50
do do	A. Babineau	do	10	2	3	do	from do	23 75
Campbell Settlement and Lower Southampton	I. Price	do	6	2	6	do	(to Sept. 30, 1886)	44 88
do do	J. C. Munro	do	6	2	6	do	from do	22 74
Campbellton and Railway Station	A. McLean	do	1	13	12	do	and extra trips	207 96
Campo Bello and Wilson's Beach	J. Brown	do	7	1	9	do	(to Dec. 31, 1886)	45 00
do do	do	do	7	1	3	do	from do	18 75
Canaan Station and Railway Station	J. J. Bernard	On foot	⅛	12	12	do		20 00
Canaan Station and Sweenyville	J. P. Bernard	Horse or vehicle.	8 & 12	2	12	do		80 00
Canobie and Clifton	W. Glendinning	do	3	1	12	do		30 00
Canterbury and Canterbury Station	J. Hermin	Vehicle	9	2	9	do	(to Dec. 31, 1886)	93 75
Canterbury and Woodstock	J. W. Scott	do	12	2	3	do	from do	37 00
Canterbury Station and North Lake	L. Veysey	do	22	2	9	do	(to Dec. 31, 1886)	142 50
do do	M. Dickinson	do	22	2	3	do	from do	62 50
Canterbury Station and Railway Station	W. Main	On foot	100 yds.	12	12	do		50 00
Canterbury Station and Ratigan	T. Ratigan	Horse or vehicle.	8	1	12	do		50 00
Cape de Moselle Creek and Railway Station	J. Wilson	Vehicle	1/16	6	3	do	(to June 30, 1886)	2 50
do do	do	do	1/16	12	9	do	from do	18 75
Cape Tormentine and Amherst, N.S., Railway Station	Hewson & Muttart	do	39	6	Season, 1885-86			230 00
Cape Tormentine and Port Elgin	do	Horse or vehicle.	17	6	do	1885-86		354 00
Cape Tormentine Railway Station and Ice Boat House	W. A. Wills	do	3		do	1886-87		102 00
Caraquet and Chatham	S. Carter.	do	74	6	1 month (to April 30, 1886).			126 42
do do	J. F. Carter.	do	74	6	1	do	do	120 08
Caraquet and Lower Caraquet	A. Lantaigne	Vehicle	4	3	12 months			34 00
Caraquet and St. Simon	J. R. LeBentellier.	do	9	1	3	do	(from Jan. 1, 1887)	7 50
Caraquet and Shippigan	M. Nevins	do	20	6 & 3	6	do	(to Sept. 30, 1886)	165 00
do do	J Duke	do	20	6 & 3	6	do	from do	135 00
Caraquet and Tabucintac	R. Blackhall	do	36		Special trip			6 00
Caraquet and Tracadie	do	do	22		Special trips			162 00
do do	P. Thériault	do	22	6	9 months (from July 1, 1886)			258 00
Carleton and St. John	R. Duncan	Optional	1	24	3	do	8 days (to July 8, 1886)	50 00
do do	do	do	1	15	4	do	13 dys. (to Nov. 21, '86)	42 50
do do	do	do	1	18	4	do	9 days from do	49 50
Carleton and Street Letter Boxes	W. Lane	do	1	12	12	do		78 00
Carlisle and Lower Windsor	G. W. Shaw	do	2	3	12	do		40 00
Central Blissville and Fredericton Junction	J. Shehan	Horse or vehicle	4	2	12	do		48 88
Central Blissville, Hartt's Mills and Fredericton Junction	do	Optional	3 & 1	2 & 6	1	do	(to April 30, 1886)	6 67
Central Hampstead and Hibernia	D. Gardner	Horse or vehicle.	3	2	12	do		40 00
Centreville, Florenceville, Tracy's Mills and Greenfield	W. A. Taylor	Vehicle	2, 4, 6 & 12	6, 3 & 2	12	do		298 76

Report No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Chambers' Settlement and Foster's Croft	J. McShane	Horse or vehicle	5	1	12 monlhs	28 00
Chambord and Grand Falls	I. Michaud	do	4 & 6	1	12 do	50 00
Chance Harbor, Lepreaux and Little Lepreaux	U. J. Hope	do	19 & 4	2 & 6	3 do (to June 30, 1886)	42 50
do do	do	do	19 & 4	3 & 6	9 do from do	150 00
Charleston and Middle Simonds	M. Mulheron	Vehicle	11	1	12 do	50 00
Chatham and Douglasfield	J. Baldwin	Horse or vehicle	5½	1	12 do	25 00
Chatham and Kouchibouguac	J. Phelan	Vehicle	26	2	12 do	275 00
Chatham, Newcastle and Railway Station	J. Johnston	Optional	5 & 1		Special trips, 1885-86	5 25
Chatham and Point Escuminac	J. Noble	do	45½	2	6 months (to Sept. 30, 1886)	191 58
Chatham and Railway Station	J. A. Ward	do	1	24	12 do	200 00
Chatham and Tabucintac	do	do	38		Special trip	6 50
Chatham and Tracadie	M. Cowhig	do	52	As req	9 days (to May 11, 1886)	40 00
do do	J. C Coughlan	do	52	do	2 months 29 dys (to July 31, 1886)	320 00
do do	T. Fitzpatrick	do	52	do	1 month 19 days (to July 31, 1886)	273 00
do do	Robertson & McCallum	do	52	6	8 months (from Aug. 1, 1886)	853 33
Chelmsford and Doyle's Brook	J. Gratten	Horse or vehicle	7	2	12 do	50 00
Chelmsford and South Nelson	J. Casey	Optional	10	2 & 1	12 do	99 00
Chipman and Harley Road	J. D Brown	do	5	1	12 do	35 00
Chipman and Weldford	S. M Dunn	Horse or vehicle	40	1	12 do	232 00
Clarendon and Gaspereaux Station	I M. Washburn	Vehicle	6	2	6 do (to Sept. 30, 1886)	45 00
do do	W. H. Jones	do	6	2	6 do from do	29 50
Clarendon Station and Railway Station	G. S. Lacy	On foot	½	6	12 do	40 00
Clifton and Grey's Mills	J. Rodgers	Horse or vehicle	10	6	12 do	244 00
Clifton and Land's End	O. M. Flewelling	Vehicle	21	2	2 do (to May 31, 1886)	43 40
do do	do	do	22	2	10 do from do	227 33
Clinch's Mills and Gooseberry Cove	J. Ferguson	do	4	2	9 do (to Dec. 31, 1886)	45 00
do do	do	do	4	2	3 do from do	16 25
Clinch's Mills and Little Musquash	J. McGuire	Horse or vehicle	4	1	12 do	22 48
Clinch's Mills and Railway Crossing	C. F. Clinch	On foot	⅛	12	12 do	15 00
Clover Hill and Sussex Vale	F. C. Buchanan	Horse or vehicle	15	2	12 do	156 50
Coal Creek and Coal Mines	I. Brown	Vehicle	4	2	12 do	44 00
Coal Creek and Upper Coal Creek	M. E. Weaver	Horse or vehicle	4	1	12 do	25 00
Cocagne and Cocagne Cape	J. S. Lucas	do	4	1	12 do	17 88
Cocagne and Scovill's Mills	H. Dyart	Vehicle	6	2	12 do	70 00
Cole's Island and Narrows	D. H. Marr	Horse or vehicle	12	3	12 do	155 00

Cole's Island and New Canaan	J. Thorne	do	23	1	12	do		100 00
College Bridge and Railway Station	D. F. Richard	On foot	$\frac{1}{8}$	12	12	do		50 00
Collina and Springfield	J. Killier	Vehicle	14 & 10	1	12	do		42 00
Corn Hill and Petitcodiac	W. W. Price	Horse or vehicle	11 & 7	1	5	do	(to Aug. 31, 1886)	21 67
do do	do	do	15 & 7	1	7	do	from do	37 07
Cox's Point and Cumberland Bay	A. G. McLean	do	5	1	3	do	(to June 30, 1886)	4 94
do do	T. H. Branscombe	do	5	1	9	do	from do	15 60
Cross Creek and Stanley	T. Sansom	Optional	2	1	12	do		30 00
Curryville and Railway Station	J. A. Beaumont	Vehicle	$\frac{1}{8}$	12	12	do		30 00
Dalhousie and Point la Nim	P. Stewart	do	3	3	12	do		45 00
Dalhousie and Railway Station	H. A. Johnson	do	$\frac{1}{4}$	24	12	do		250 40
Dalhousie and Wharf	do	do	$\frac{1}{4}$	4	Season, 1886			33 30
Dalhousie Junction and Railway Station	J. McNair	Optional	$\frac{1}{16}$	12	12 months			25 00
Dawson Settlement and Hillsborough	P. Broney	do	8	2	12	do		83 00
Debec and Railway Station	A. Harron	Horse or vehicle	$\frac{1}{4}$	12	12	do		30 00
Doaktown and Shinnickburn	J. McDuff	Vehicle	18	1	12	do		100 00
Donegal, Waterford and Sussex Vale	F. C. Buchanan	do	8	2 & 1	9	do	(to Dec. 31, 1886)	97 50
do do	do	do	8	2 & 1	3	do	from do	43 75
Dorchester and Fairview	A. Crossman	Horse or vehicle	$3\frac{1}{2}$	1	12	do		26 00
Dorchester and Railway Station	S. W. Tingley	Vehicle	$\frac{1}{2}$	24	12	do	and extra trips	438 60
Dorchester and Rockport	J. Read	do	12	3 & 2	12	do		159 00
Dorchester Crossing and Railway Station	P. L. Bellivcau	On foot	$\frac{1}{4}$	2	12	do		8 00
Dorn Ridge and Mouth of Keswick	W. H. Pugh	Horse or vehicle	14	2	12	do		87 00
Douglastown and Newcastle	J. Fisher	Vehicle	5	2	12	do		250 00
Dover and Moncton	J. Macfarlane	do	18	2	12	do		137 00
Downeyville and Springfield	W. Kellier	Horse or vehicle	11	2	12	do		80 00
Downeyville and Tooleton	V. Vanwart	do	11 & 3	4	12	do		71 00
Doyle Settlement and River Louison	T. Hayes, jun	Vehicle	3	1	12	do		12 00
Dumbarton Station and Railway Station	T. Irvin	Optional	30 yds.	12	12	do		40 00
Dumbarton Station and Rolling Dam	do	do	20 & 5	2	12	do		102 96
Dundee and Shannon Vale	W. Wright	Vehicle	5	1	12	do		25 00
Dungiven and Memramcook	E. Toole	do	4	1	12	do		26 00
Dupey's Corner and St. Andre de Shediac	R Hebert	Horse or vehicle	$3\frac{1}{2}$	1	12	do		18 00
Edmundston and Grand Falls	M. Hartt	Vehicle	37	6	12	do		1,395 00
Edmundston and Mouth of St. Francis	I. Levesque	do	36	3	3	do	(to June 30, 1886)	87 50
do do	do	do	36	3	9	do	from do	315 00
Edmundston and Upper Madawaska	D. Sirois	do	3	6	12	do		24 00
Eel River and River Charlo	J Goulette	Optional	4	3	12	do		59 00
Eel River Crossing and Railway Station	A McKenzie	On foot	$\frac{1}{16}$	6	9	do	(from July 1, 1886)	18 75
Elgin and Meadow	W P. Robinson	Horse or vehicle	18	1	12	do		96 20
Elgin and Pleasant Vale	R. A. Colpitts	Optional	7	1	12	do		30 00
Elgin and Railway Station	G M Killam	Vehicle	$\frac{1}{2}$	6	12	do		39 88
Elmsville and Railway Station	J. H Dyer	On foot	$\frac{1}{16}$	6	12	do		40 00
Enniskillen Station and Railway Station	B. McAloon	Optional	$\frac{1}{4}$	6	12	do		25 00
Fairhaven and Lord's Cove	T. McLaughlin	Vehicle	10	3 & 2	12	do		195 00
Fairhaven and Steamer	do	Boat	1	3 & 2	12	do		100 00

REPORT No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Fairville and Railway Station	C. J. Tilton	Optional	1/8	24	3 months (to June 30, 1886)	25 00
do do	do	do	1/8	18	9 do from do	56 25
Fenwick and McKnight	G. E. McKnight	Horse or vehicle	1 1/2	2	8 do (from Aug. 1, 1886)	10 00
Fenwick and Sheba	T. Simpson	do	4 1/2	2	9 do (from July 1, 1886)	24 75
Ferguson's Point and intersection of Caraquet and Chatham Route	W. Ferguson	On foot	3/4	6	12 do	31 20
Flatlands and Railway Station	J. Steeves	do	1/8	6	12 do	50 00
Florenceville and Railway Station	W. McMullin	Optional	1	12	12 do and arrears	275 00
Florenceville, Florenceville East and Railway Station	H. Taylor	do	1 & 1/8	12	Arr's from 1st April to July 31, '84	40 00
Florenceville, East, Upper Peel and Riverbank	do	do	2 & 2	3 & 2	6 months (to Sept. 30, 1886)	41 24
Florenceville and Riverbank	W. W. Boyer	Horse or vehicle	4	3	6 do from do	28 00
Forks and Ida	E. Kierstead	Optional	4 1/2	1	12 do	25 00
Four Falls and Ortonville	P. G. Fraser	Horse or vehicle	11	1	12 do	50 00
Fredericton and Hanwell	J. D. O'Brien	Optional	10	1	6 do (to Sept. 30, 1886)	30 00
do do	P. Lucy	do	10	1	6 do from do	29 74
Fredericton and Lower St. Marys	T. B. Dunphy	do	6	2	12 do	72 00
Fredericton and Marysville	do	do	4	6	10 do 16 dys. (to Feb. 16, '87)	140 81
do do	do	do	4	1	1 do 12 dys., from do	38 20
Fredericton and Nasonworth	S. K. Nason	Horse or vehicle	9 1/2	1	2 do (from Feb. 1, 1887)	8 67
Fredericton and Newcastle	R. Swim	Optional	105	3	12 do	1,145 00
Fredericton and New Maryland	M. Goff	do	5	1	6 do (to Sept. 30, 1886)	15 00
do do	J. McKnight	do	5	1	4 do (to Jan. 31, 1887)	9 00
Fredericton and Railway Station	P. D. McKenzie	do	1/2	24	3 do (to June 30, 1886)	58 50
do do	do	do	1/2	18	9 do from do	131 61
Fredericton and Stanley	T. B. Dunphy	do	33 1/2	1	4 do (to July 31, 1886)	52 00
do do	do	do	33	1	8 do from do	110 00
Fredericton and Woodstock, East	R. H. Rainsford	do	70	2	6 do (to Sept. 30, 1886)	298 50
do do	J. Phillips	do	70	2	6 do from do	275 00
Fredericton and Woodstock, West	R. H. Rainsford	do	63	3	12 do (less fine)	699 00
Fredericton Junction and Railway Station	J. Shehan	On foot	25 yds	24	12 do	40 00
French Village and St. John	J. Patton	Vehicle	15 & 17	1	3 do (to June 30, 1886)	34 00
do do	D. O'Connell	do	15 & 17	1	9 do from do	102 00
Gagetown and Mouth of Nerepis	S. Cameron	do	45 s. 40 w.	3	7 do (to Oct. 31, 1886)	402 50
do do	do	do	45 s. 40 w.	3	5 do from do	289 58

Gagetown and Narrows	F. E. Wilson	Optional	19	3	9	do	(to Dec. 31, 1886)	325 00
Gagetown and Welsford	H. Johnston	Vehicle	28	3	12	do		470 00
Gagetown and White's Cove	W. Hamilton	do	13	3	2	do		250 00
Gailey and Thomas Galland's	J. White	Optional	2	2	2	do		30 00
Gaspereaux Station and Railway Station	P. W. Mooney	Vehicle	1	6	12	do		40 00
Gaythorne and Tabusintac	E. McCallum	do	4	1	12	do		30 00
Gillespie and Grand Falls Portage	J. McCallan	Optional	2	1	12	do		25 00
Gladstone and Kintore	T. Watt	Horse or vehicle	8½	2	7	do	(to Oct. 31, 1886)	46 67
do do	do	do	8½	3	5	do	from do	50 00
Glassville and Rather Glen	E. D. Martin	do	4	1	2	do		15 60
Golden Ridge and Knowlesville	G. Campbell	Vehicle	6	1	12	do		34 00
Goose Creek and Shepody Road	J. Prescott	do	13	1	13	do		60 00
Grafton and Woodstock	A. D. Shea	do	1½	6	12	do		100 00
Grainfield and Renous River	M. Hayes	Horse or vehicle	4	1	12	do		30 00
Grand Anse and Mizonette	S. Thériault	do	8	2 & 1	12	do		75 00
Grand Bay and Railway Station	D. Hamm	On foot	½	6	12	do		20 00
Grand Falls and Railway Station	P. McMillan	do	½	12	12	do		75 00
Grand Falls and Undine	F. Petit	Vehicle	13 & 11	2	12	do		118 00
Grand Falls and Woodstock	J. A. Perley	do	74	6	12	do		2,700 00
Grand Harbor and Whitehead	C. Guptill	Optional	6	2 & 1	12	do		125 00
Grand Manan and Seal Cove	T. A. Kendrick	do	13	2	1	do	(to April 30, 1886)	9 39
do do	do	do	13	3	6	do	21 dys. (to Nov. 21, '86)	91 30
do do	do	do	13	2	4	do	9 dys from do	40 42
Great Shemogue and Little Cape	R. Bryant	Vehicle	4	1	6	do	(to Sept. 30, 1886)	10 00
do do	do	do	4	1	1	do	(to Oct. 31, 1886)	2 00
do do	J. S. Leger	do	4	1	5	do	from do	10 42
Great Shemogue and Upper Sackville	D. Wheaton	do	20 & 27	1	12	do		93 00
Green Point and Petit Rocher	J. Morrison	Horse or vehicle	3½	1	12	do		35 00
Halcomb and Lyttleton	J. Somers	do	5	1	12	do		40 00
Hammond Vale and Shepody Road	W. Fowler	Vehicle	12	1	12	do		104 00
Hampstead and Wickham	G. H. Clark	do	2	2	6	do	(to Sept. 30, 1886)	20 00
do do	W. H. Lawrence	do	2	2	6	do	from do	20 00
Hampton and Ossekeag	F. Williams	do	1	6	12	do		40 00
Hampton and Urquhart's	H. Piers	do	13	2	9	do	(to Dec. 31, 1886)	108 75
do do	J. McLauchlan	do	13	2	3	do	from do	32 50
Hardingville and Quaco Road	F. J. Johnstone	do	4	1	12	do		29 00
Harewood and Salisbury	J. Perry	do	13	1	12	do		48 00
Hartland and Knowlesville	W. Craig	do	20	3	12	do		274 00
Hartland and Railway Station	S. H. Shaw	Optional	⅛	12	12	do		40 00
Harvey, Harvey Bank and Railway Station	R. Smith	do	1	6	12	do		70 00
Harvey and Midway	do	Horse or vehicle	3½	1	12	do		20 00
Harvey and Waterside	S. L. Richardson	Vehicle	11	3	6	do	(to Sept. 30, 1886)	53 50
do do	R. Smith	do	11	3	6	do	from do	60 00
Harvey Bank and Hillsboro'	do	Optional	24	6	3	do	22 dys. (to Jan. 22, '87)	242 00
do do	J. Irving	do	24	.....	.....		Special trip	5 00
Harvey Bank and Railway Station	W. B. Wells	do	⅛	6	12	months		30 00
Harvey Station and Magaguadavic	W. Messer, jun	Horse or vehicle	18	2	12	do		138 00
Harvey Station and Railway Station	J. Rutherford	Optional	50 yds.	12	12	do		20 00

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DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						$ cts.
Harvey Station and Yoho	R. McLaughlin	Vehicle	8	1	12 months	28 76
Hatfield Point and West Scotch Settlement	F. D. Ganong	do	4	1	12 do	22 00
Head of Millstream and Perry Settlement	G. Hayes	Horse or vehicle.	5	1	12 do	30 00
Head of Millstream and Sussex Vale	do	do	19	2	12 do	175 00
Head of Tide and Railway Station	J. Gillis	On foot	⅛	6	12 do	50 00
Head of Tide and Robinsonville	D. Duncan	Horse or vehicle.	19½	1	12 do	85 00
Henry's Lake and St. Martin's	W. W. Andrews	do	7	2	8 do (to Nov. 30, 1886)	33 33
Heron Island and New Mills	J. McNair	Vehicle	3	1	12 do	27 00
Hillsborough and Lower Cape	J. Bray	Horse or vehicle.	9	6	12 do	200 00
Hillsborough and Railway Station	do	Vehicle	⅛	12	12 do	78 00
Hillsborough and Rosevale	H. J. Stevens	do	12	3	9 do (to Dec. 31, 1886)	111 00
do do	do	do	12	3	3 do from do	35 00
Hillsdale and Macville	M. Houlahan	Horse or vehicle.	3	1	12 do	19 76
Hillsdale and Sussex Vale	S. P. Kyle	Vehicle	17	3	9 do (to Dec. 31, 1886)	210 00
do do	R. Brewing	do	17	3	3 do from do	60 00
Hopewell Hill, Hopewell and Railway Station	J. Deegan	do	1 & ¼	6 & 12	12 do	80 00
Hopewell Hill and Memel	W. Hunt	do	7 & 5	1	12 do	50 00
Hopper and Salisbury	J. Colpitts	do	18	1	9 do (to Dec. 31, 1886)	74 25
do do	J. McGee	do	18	1	3 do from do	20 50
Hoyt Station and Juvenile Settlement	J. E. Patterson	Horse or vehicle.	12 & 9	2	12 do	75 88
Hoyt Station and Railway Station	A. W. Mesereau	On foot	100 yds.	12	12 do	25 00
Indian Mountain and Moncton	M. Horseman	Vehicle	14	1	6 do (to Sept. 30, 1886)	45 00
do do	A. M. Bonnen	do	14	1	6 do from do	39 00
Indiantown and St. John	W. McLaughlin	do	2	12	12 do	156 00
Inkerman and Pockmouche	V. Lezier	do	3	3	12 do	30 00
Irishtown and Moncton	J. Larracey	do	8	1	9 do (to Dec. 31, 1886)	30 00
Irishtown and Shediac	W. Larracey	do	20	1	9 do do	76 50
do do	C. Sullivan	do	20	1	3 do from do	31 50
Jenkins and Thornetown	H. Worden	Optional	1¼	3	6 do (to Sept. 30, 1886)	20 00
do do	M. B. Perry	do	2	3	6 do from do	19 00
Jordan Mountain and Newtown	J. C. Coates	Horse or vehicle	4	1	4 do (to July 31, 1886)	13 33
do do	S. H. Snider	do	4	1	8 do from do	25 33
Keats and Petitcodiac	W. W. Price	do	7	1	7 do (from Sept. 1, 1886)	19 83

Kerry and New Ireland Road	F. Doherty	do	5	1	12	do	25 00
Keswick Ridge and Millville	J. Harrigan, jun.	Vehicle	26½ & 29	2	9	do (to Dec. 31, 1886)	188 49
do do	do	do	27 & 29	2	3	do from do	72 50
Kilburn's Landing and Kintore	O. Watt	Optional	6	3	12	do	75 00
Kilburn's Landing and Railway Station	B. Kilburn	On foot	⅛	12	9	do (from July 1, 1886)	18 75
Kingsclear and New Market	D. Murphy	Horse or vehicle	5	1	12	do	18 00
Kingston (Kent) and Railway Station	E. Harnett	do	½	12	12	do	100 00
Kingston (Kent) and Richibucto Village	P. McCaie	Vehicle	7	2	12	do	60 00
Kingston (King's) and Perry's Point	J. H. Murphy	Horse or vehicle	2½	1	6	do (from Oct. 1, 1886)	12 50
Kingston (King's) and Rothsay	S. Cosman	Vehicle	10	6	12	do	449 00
Knoxford and Upper Knoxford	J. McLaggen	Horse or vehicle	4	1	12	do	26 00
Kouchibouguac and Kouchibouguac Beach	J. Beattie, jun	do	9	2	2	do (to May 31, 1886)	15 00
do do	J. Potter, jun.	do	9	2	10	do from do	50 00
Kouchibouguac and Point Sapin	do	Vehicle	20	1	12	do	65 00
Kouchibouguac and Richibucto	P. Woods	do	12	6	12	do	265 00
Lake George and Prince William Station	W. Nichol	do	22	2	12	do	190 00
Lakeview and Narrows	R. F. Black	Optional	3	3	6	do (to Sept. 30, 1886)	20 00
do do	do	do	3	3	6	do from do	25 00
Lakeville Corner and Newcastle Creek	J. C. Simmons	Vehicle	28	2	9	do (to Dec. 31, 1886)	146 16
do do	T. L. Simmons	do	28	2	3	do from do	43 00
Landry and Pockmouche	M. Landry	Horse or vehicle	5	1	7	do (from Sept. 1, 1886)	13 42
Lawrence Station and Railway Station	J. Taylor	On foot	200 yds.	12	12	do	52 00
Ledge and St. Stephen	M. Maloney	Vehicle	4	3 & 2	6	do (to Sept. 30, 1886)	30 00
do do	J. Green	do	4	3 & 2	6	do from do	37 50
Legere and Portage River	L. Mauzerall	Optional	2	3	3	do (from Jan. 1, 1887)	7 50
Lepreaux and Railway Station	H. P. Reynolds	On foot	1/16	12	12	do	25 00
Lewis Mountain and Petitcodiac	W. W. Price	Vehicle	12 & 13	1	5	do (to Aug. 31, 1886)	30 33
do do	do	do	17 & 13	1	7	do from do	50 93
Lime Hill and Junction Springhill Road	T. Scribner	Optional	2	1	12	do	15 00
Lincoln and Oromocto	A. E. Bulley	Vehicle	4	3	12	do	65 00
Little River (Elgin) and Prosser Brook	W. J. Beeman	Optional	4	1	12	do	26 00
Little Salmon River Mills and Shepody Road	G. J. Vaughan	do	8	1	12	do (and arrears)	75 83
Loch Lomond and St. Martin's	A. E. Malbery	Horse or vehicle	20	1	12	do	100 00
Long Creek and Sheba	M. Simpson	Vehicle	3	2	3	do (to June 30, 1886)	4 87
Long Point and Springfield	W. Kellier	Horse or vehicle	7 & 10	1	12	do	35 44
Long Settlement and Woodstock	W. McDonald	Vehicle	26	2	6	do (to Sept. 30, 1886)	127 00
do do	J. R. Tupper	do	25	2	6	do from do	98 50
Lower Brighton and Woodstock	J. Downey	do	8	2	6	do (to Sept. 30, 1886)	26 00
do do	do	do	8	2	6	do from do	50 00
Lower Nappan and Point an Car	do	do	5	2	12	do	54 00
Lower Southampton and Norton Dale	D. Loggie	Horse or vehicle	10	2	6	do (to Sept. 30, 1886)	60 00
do do	S. E. Currie	Vehicle	10	2	6	do from do	44 24
Lower Turtle Creek and Turtle Creek	J. C. Munro	do	3	1	12	do	15 00
Lower Woodstock and Speerville	G. A. Fillmore	do	4	1	3	do (to June 30, 1886)	11 25
do do	J. H. Dugan	do	4	1	9	do from do	29 10
Lyttleton and Red Banks	D. W Clapham	do	5	3	12	do	80 00
McGinley and Memramcook	E. H. Toyer	Horse or vehicle	1¼	3	12	do	90 00
	S. C. Charters	Optional					

Report No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
McLaughlin and Renous Bridge	W. Hogan	Vehicle	5	2	9 months (to Dec. 31, 1886)	33 75
McNaughton and Mount Middleton	C. W. Sinnott	Horse or vehicle.	2	1	8 do (from Aug. 1, 1886)	13 87
Maple Green and Railway Station	J Fraser	On foot	1	3	12 do	40 00
Maplehurst, Upper Kent and Railway Station	A. A. Hawthorne.	Vehicle	3 & ½	1 & 12	12 do	50 00
Maplewood and Millville	H. Palmer	Horse or vehicle	5	1	12 do	24 00
Martin's Head and Salmon River	W. J Davidson	do	15	1	12 do	100 00
Marysville and Peniac	T. B. Dunphy.	do	4	2	12 do	60 00
Maugerville and Upper Maugerville	P. McCluskey.	Optional	5	3	12 do	68 00
Memramcook and Railway Station	S. C. Charters	do	½	24	12 do	100 00
Milford and Railway Station	J. Irvine	Vehicle	1½	12	12 do	75 00
Milledgeville and St. John	D. O'Connell.	do	4	2	12 do	65 00
Millstream and Mountain Dale	W. E. Fenwick	do	6 & 7	1	12 do	36 00
Millstream and Mount Middleton	G P. Fenwick	Horse or vehicle	2½	1	12 do	23 40
Milltown and St. Stephen	J. & F. Keys	Optional	2	12	6 do (to Sept. 30, 1886)	69 50
do do	do	do	2	12	6 do from do	74 24
Milltown and Upper Mills	G. E. Lovejoy	do	3	1	12 do	52 00
Miscou Harbor and Wilson's Point	G. Wilson	do	6	2	7 do (from Sept. 1, 1886)	29 17
Mispec and St. John	J. Patton.	do	9	1	3 do (to June 30, 1886)	14 94
do do	D. O'Connell.	do	9	1	9 do from do	44 82
Moncton and O'Neil	J. McQuade.	do	15	1	3 do (from Jan. 1, 1887)	14 75
Moncton and Railway Station	G. M. Sweeney	do	1	30	12 do	300 00
Moncton and Stony Creek	J. B. Scott	do	8	1	3 do (to June 30, 1886)	9 75
do do	do	do	8	1	9 do from do	39 00
Moncton and Upper Coverdale	E. S. Goodall.	Horse or vehicle.	14	2	12 do	105 00
Moncton Road and Shediac	W. G Bateman	do	6	1	12 do	40 00
Monument Settlement and Richmond Corner	W. Kirk	do	27 & 20	2	9 do (to Dec. 31, 1886)	117 00
do do do	J. Kennelly.	do	27 & 20	2	3 do from do	39 00
Moore's Mills and Railway Station	A. Connick.	On foot	500 ft.	12	12 do	52 00
Mount View and Upper Sackville	J. Wheaton	Horse or vehicle.	3	1	12 do	20 00
Mountville and Railway Station	J. Wilbur.	Optional	100 yds.	12	12 do	20 00
Mouth of Jemseg and Steamer	S. Vanwart.	do		12	Season, 1886	20 00
Mouth of Nerepis and Railway Station	J. M. Nase	do		18	3 months (to June 30, 1886)	18 75
do do	do	do		18	9 do from do	37 50
Musquash and Railway Crossing	J. F. E. Carman	do		12	12 do	26 00

Narrows and Norton Station	W. Linden	Optional	21	3	12	do	425 00
Narrows and Upper Gaspereaux	J. B. Wiggins	Vehicle	50	3	12	do	595 00
Narrows and Wickham	J. M. Ducey	do	24	3	12	do	388 00
Nashwaak and Stanley	J. A. Young	Horse or vehicle	10	1	12	do	52 00
Nasonworth and New Maryland	S. K. Nason	do	4½	1	10	do (to Jan. 31, 1887)	16 67
Nauwigewauk and Railway Station	W. W. Dodge	On foot	¼	12	12	do	25 00
Nerepis Station and Railway Station	D. McKenzie	do	¼	18	3	do (to June 30, 1886)	7 50
do do	do	do	⅛	12	9	do from do	15 00
Nerepis Station and Round Hill	D. W. McKenzie	Horse or vehicle	12	1	12	do	70 00
New Brunswick Division						Special trips, snow blockade on railway	40 50
							188 20
Newcastle and Railway Station	J. Fisher	Vehicle	1	24	12	months	233 00
Newcastle and Red Bank	J. C. Millar	Horse or vehicle	15	3	12	do	184 00
Newcastle and Sevogle	A. Cain	Vehicle	25	1	12	do	199 00
Newcastle and South Nelson	J. Doolan	do	2	6	12	do	49 88
New Mills and Railway Station	A. McNair	Optional	¼	12	12	do	140 00
Newtown and Sussex Vale	A. McLean	Vehicle	12, 10 & 14	3	12	do	20 00
Nixon and Turtle Creek	G. Wilson	Optional	4	1	12	do	32 00
North Forks of Salmon Creek and Salmon Creek	G. T. Fowler	Vehicle	4	1	12	do	10 50
North Renous and Renous Bridge	J. Singleton	Horse or vehicle	5	2	3	do (from Jan. 1, 1887)	25 00
North River Platform and Railway Station	F. Jones	On foot	⅛	12	12	do	
							65 00
	R. W. Wilson	do	¼	12	12	do	30 00
Oak Bay and Railway Station	M. Perry	Vehicle	3	2	12	do	159 00
Oakham and Thornetown	J. & E. Keys	do	22	1	12	do	30 00
Oak Hill and St. Stephen	T. Harrison	Horse or vehicle	3	6		Season, 1886	37 50
Oak Point and Round Hill	A. H. Kirk	do	10	1		6 months (to Sept. 30, 1886)	40 00
Oakville and Richmond Corner	L. S. Purinton	do	10	1	6	do from do	
do do							344 28
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. W. Currier	do	10, 21 & 12	6 & 3	12	do	190 00
Oromocto and Waasis Station	J. Hubble	do	6	6	12	do	79 00
Oromocto and Woodside	W. Rutledge	do	12	2	12	do	45 00
Ossekeag and Upperton	N. M. Barnes	Vehicle	18	2	2	do (to May 31, 1886)	147 50
do do	do	do	19½	2	7	do (to Dec. 31, 1886)	
							27 00
		do	1	2	12	do	18 75
Painsec Settlement and Railway Station	E. Babin	On foot	100 yds.	12	9	do (to Dec. 31, 1886)	12 50
Passekeag and Railway Station	J. P. Waterbury	do	100 yds.	12	3	do from do	30 00
do do	W. Deniston	Horse or vehicle	4½	1	12	do	150 00
Passekeag and Sherlock	J. McVey	do	9 & 12	2	12	do	60 00
Pearson's and Starkey's	J. McLeod	do	2	6	12	do	166 40
Pennfield Ridge and Railway Station	J. McRay	Vehicle	19	2	12	do	50 00
Penobsquis and Roxburgh	W. Haslam	Optional	⅛	12	12	do	565 84
Perth Centre and Railway Station	G. W. Larlee	Vehicle	60 & 8	2 & 1	12	do	52 00
Perth Centre and Riley Brook	W. Inman	do	15	1	12	do	75 00
Perth Centre and Tilley (No. 1)	O. Craig	Horse or vehicle	15	1	12	do	100 00
Perth Centre and Tilley (No. 2)	O. Goslin	Vehicle	10	2	12	do	30 00
Petersville and Welsford	J. Burton	Optional	4	1	12	do	75 00
Petersville Church and South Clones	J. Chittick, sen	do	1½	12	12	do	
Petit Rocher and Railway Station	J. Morrison						

Report No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Pioneer and Woodstock	O. T. Hanson	Vehicle	25	3	6 months (to Sept. 30, 1886)	186 50
do do	J. R. Tupper	do	25	3	6 do from do	148 50
Pisarinco and Spruce Lake	S. Maguire	do	6	2	12 do	39 48
Pocologan and New River Railway Station	J. Knight	Horse or vehicle.	6	2	12 do	50 00
Point du Chêne and Railway Station	E. McDonald	Optional	⅛	12	12 do	25 00
Poirier and Scovill's Mills	F. Cyr	Horse or vehicle	6	1	12 do	30 00
Pollett River and Railway Station	A. E. Killam	On foot	100 yds.	3	12 do	20 00
Portage River and Junction of Caraquet and Chatham Route	L. Mauzerall	Optional	2	3	9 do (to Dec. 31, 1886)	22 50
Port Elgin and Shediac	O. L. Gautreau	Vehicle	35	3	12 do	400 00
Port Elgin, Westmoreland Point and Railway Station	T. J. Bulmer	do	16 & 1	6 & 12	12 do	400 00
Prince of Wales and Railway Crossing	J. Cairns	On foot	½	6	12 do	31 00
Prince William Station and Railway Station	W. G. Hatch	do	30 yds.	12	12 do	25 00
Prince William Station and York Mills	W. Murray	Horse or vehicle	3	2	12 do	60 00
Reynolds and South Nelson	B. Reynolds	do	7	2	12 do	50 00
Richibucto and Railway Station	J. C. Vautrin	do	¼	6	12 do	75 00
Richibucto and Weldford	L. J. Wathen	do	27	6	12 do	737 00
River Charlo and Railway Station	W. R. Jamieson	Optional	1	12	12 do	65 00
River Louison and Sunnyside	J. Millar	Horse or vehicle.	7	1	9 do (from July 1, 1886)	34 50
Riverside and Railway Station	M. Daley	On foot	⅛	12	3 do (to June 30, 1886)	7 25
do do	do	do	⅛	12	9 do from do	18 00
Rockland Station and Railway Station	J. Sutherland	do	100 yds.	12	12 do	20 00
Rockport and Sackville	J. Read	Optional	16	1	9 do (to Dec. 31, 1886)	45 00
do do	A. Tower	do	16	1	3 do from do	16 25
Rogersville and Railway Station	D. Fontaine	Horse or vehicle.	100 yds.	12	12 do	25 00
Rogersville and Rogersville, East	J. Hache	do	4	1	12 do	39 00
Rogersville and Vienneau	F. McCaill	do	5	1	12 do	35 00
Rosedale and Upper Woodstock	W. E. Hoyt	Vehicle	8 & 6	2	12 do	80 00
Rusagornis and Waasis Station	A. Grass	do	3	3	12 do	40 00
St. Andrew's and Railway Station	J. Cummings	do	½	6	12 do	60 00
St. Andrew's and Wharf	R. Stow	do	½	As req.	Season, 1886	32 90
St. Croix and Vanceboro Railway Station	A. W. Sears	Optional	1	6	12 months	35 00
St. George and Railway Station	M. Parks	do	1	12	12 do	50 00

St. Isidore and Tracadie	P. LeBreton	Horse or vehicle.	11	2	12	do		70 00
St. John and Grand Southern Railway Station	J. Moulson	Vehicle	1	6	12	do		125 00
St. John and Intercolonial Railway Station	D. O'Connell	do	1	42 & 30	12	do		1,160 39
St. John and St. Martin's	A. E. Malbery	do	30	6	12	do		1,076 40
St. John and Sand Point Road	D. Peacock	Horse or vehicle	3	3	12	do		40 00
St. John and River Steamers	J. B. Hamm	Vehicle	2	6	Season, 1886			106 50
St. John and Street Letter Boxes	D. O'Connell	do	2	18	12 months			489 00
St. John—Railway Station and Wharf	Sundry persons	Optional.			Special trips			9 47
St. Joseph and Railway Station	A. Landry	On foot	$\frac{3}{4}$	12	12 months			88 00
St. Leonard Station and Van Buren, U.S.	W. C. Hammond	Horse or vehicle.	1	6	12	do	and arrears	79 17
St. Martin's and Salmon River	A. W. Fownes	Vehicle	9	3 & 2	12	do		180 84
St. Norbert and West Branch	D. Gallant	do	5	1	12	do		19 48
St. Stephen and Calais, U S	J. & E. Keys	do	1	12	12	do		110 00
St. Stephen and Grand Southern Railway Station	J. Green	Horse or vehicle.	1	6	12	do		69 00
St. Stephen and New Brunswick Railway Station	Hardy & Bridges	Vehicle	1	18	6	do	24 dys. (to Oct. 24, '86)	114 45
do do	do	do	$\frac{1}{3}$	12	5	do	7 do from do	58 69
St. Stephen and Wharf	do	Optional.	1	As. req.	Season, 1886			66 00
Sackville and Railway Station	J. A. Bowes	Vehicle	1	24	12 months			179 72
Sackville and Second Westcock	A. Doe	do	8	1	12	do		30 00
Sackville and Upper Sackville	G. Snowden	do	4	6	12	do		95 00
Sackville and Wood Point	E. Snowden	do	6	1	9	do	(to Dec. 31, 1886)	26 25
do do	do	do	6	1	3	do	from do	6 12
Salem and Shenstone	J. Stevens	Optional	1	1	9	do	(to Dec. 31, 1886)	9 00
Salt Springs and Titusville	H. O'Brien	Horse or vehicle	6	2	12	do		56 00
Sargent and Junction of Chatham and Point Escuminac Route	H. Sargent	Optional.	1	2	12	do		20 00
Shediac and Railway Station	C. W. Smith	do	$\frac{1}{2}$	42	12	do		219 10
Shediac Road and Railway Station	G. Rodgerson	Horse or vehicle.	$1\frac{1}{4}$	3	9	do	(to Dec. 31, 1886)	25 50
do do	do	do	$1\frac{1}{4}$	3	3	do	from do	8 25
Shippigan and Shippigan Island	J. Goodin	Vehicle	9	2 & 1	3	do	(to June 30, 1886)	12 50
do do	do	do	12	2 & 1	9	do	from do	45 00
South Bay and Railway Station	W. Roxborough	On foot	100 yds.	12	12	do		50 00
Spruce Lake and Railway Crossing	J. Robinson	do	$\frac{1}{2}$	6	12	do		30 00
Spruce Lake Station and Railway Station	E. McCarthy	do	$\frac{1}{16}$	6	12	do		20 00
Starkey's and Young's Cove	S. J. Thorne	Vehicle.	11	1	12	do		36 00
Stymart Settlement and Upper Neguac	P. Gratton	do	5	2	12	do		57 48
Summerfield and Upper Wicklow	J. Wilson	Optional	3	2	3	do	(to June 30, 1886)	8 75
do do	A. Gee	do	3	2	9	do	from do	18 75
Sussex Corner and Sussex Vale	J. Rogers	Vehicle	2	6	12	do		43 68
Sussex Vale and Railway Station	R. D. Boal	Optional	250 yds.	30	12	do		150 00
The Range and Wiggins	J. L. Barton	do	$2\frac{1}{2}$	1	12	do		20 00
Three Mile House and Railway Station	P. O'Neill	On foot	$\frac{1}{2}$	12	12	do		30 00
Three Tree Creek and Railway Station	J. McQuestion	do	$\frac{1}{4}$	6	12	do		15 00
Tower Hill and Railway Station	J. Irons	Horse or vehicle.	2	2	12	do		35 00
Tracey Station and Railway Station	D. S. Duplisea	do	50 yds.	12	12	do		30 00
Tracey Station and Traceyville	W. E. Morgan	do	5	1	12	do		35 00
Wawelg and Railway Station	M. J. Greenlaw	On foot	$\frac{1}{16}$	6	12	do		40 00

REPORT No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts
Weldford and Railway Station	B. B. Bailey	Optional	1	18	7 months (to Oct. 31, 1886)	81 08
do do	do	do	1	24	5 do from do	68 33
Welsford and Railway Station	H. W. Wood	On foot	1	18	3 do (to June 30, 1886)	28 12
do do	do	do	1	12	9 do from do	56 25
Woodstock and Houlton, U.S.	F. W. Bull	Vehicle	14	6	12 do	245 00
Woodstock and Railway Station	J. R. Tupper, jun.	do	1/8	36	12 do	225 36
					Total	$54,560 89

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H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 2, D—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Campobello and Indian Island	W. O. Sulis	3	2	12 months (to March 31, 1887)	100 00
Fredericton and Indiantown	R. R. Humphrey, Agent.	84	6	Season, 1886	535 00
Grand Manan and Eastport, U.S	W. E. Sulis	21	2 & 3	12 months (to March 31, 1887)	1,111 59
St. John, Digby, N.S., and Annapolis, N.S	Nova Scotia Steamship Co	45 & 16	3	12 do do	10,000 00
St. John and Eastport, U.S	International do	45	2 & 3	12 do do	1,200 00
St. John and Eastport, U.S	J. Murchie	30	2 & 3	12 do do	300 00
				Total	$13,246 59

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

Report No. 2, D—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Albert County Railway	48	6	12 months (to March 31, 1887).	2,119 68
Chatham Branch Railway	9	24	12 do do	896 00
Elgin Branch Railway	14	6	6 do (to Sept. 30, 1886)	175 84
Elgin, Petitcodiac and Havelock Railway	13	6	1 do do	27 04
do do	27	6	6 do (to March, 31, 1887)	326 96
Grand Southern Railway	82½	6	12 do do	2,036 76
Intercolonial Railway (within New Brunswick)	344	With varying frequency over different sections of the line	12 do do	44,720 00
Kent Northern Railway	27	6	12 do do	637 20
New Brunswick Railway	306	With varying frequency over different sections of the line	12 do do and arrears	28,813 72
New Brunswick and Prince Edward Island Railway	20	6	15 days (to April 17, 1886)	60 00
do do	36	6	From Jan. 31 to April 22, 1887, with P. E. I Mails	732 00
St. John Bridge and Railway Extension Co	1½	As required	12 months (to March 31, 1887) and arrears	750 00
			Total	$81,305 20

A. W. McLELAN,
Postmaster-General.

H. A. Wicksteed,
Accountant.

REPORT No. 2, D.—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department	387	44
R. S. Montgomery	Mail bags, rivet seals and repairs for Post Office Department	598	96
Pritchard & Andrews	Mail bag labels for Post Office Department	67	50
G. Bailey	Repairing mail locks for do	5	72
D. Brown	Mail bags and repairs for Post Office Inspector, St. John	59	92
"Sun" Publishing Co	Stencilling mail bags for Post Office Inspector, St. John	53	40
D. Brown	Repairing mail bags for Postmaster, St John	6	27
R. Cluff	do do Woodstock	1	75
	Total	$1,180	96

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Adelpha and Killarney	C. Bate	Vehicle	20	2	3 months (from Jan. 1, 1887)	75 00
Alexander Station and Railway Station	C. T. Weatherley	On foot	1/8	12	12 do	30 00
Allanburn and Railway Station	H. M. Porteous	do	1/8	8	12 do	35 00
Allanburn and Rossburn	R R Ross	Vehicle	16	2	12 do	200 00
Allanburn and Shellmouth	F. Miller	do	42	2	6 do (to Sept. 30, 1886)	310 00
Almasippi and Campbellville	G. Gray	do	8	1	12 do (and arrears)	80 75
Antler and Brandon	E. P. Snider	do	109	1	9 do (to Dec. 31, 1886)	963 75
Antler and Carnduff	J. P. Carnduff	do	16	1	9 do do	150 00
Archibald and Beaconsfield	G Saunders	Optional	48½	2	12 do	690 00
Archibald and Clearwater	Stewart & Elliott	do	32	2	6 do 15 dys. (to Oct. 15, '86)	324 45
Archibald and Mowbray	W. Shields	Vehicle	26	2	12 do	548 92
Archibald and Musselboro'	do	Horse or vehicle	17½	1	12 do	145 00
Archibald and Railway Station	Maxwell & Beggs	Vehicle	1/8	13	12 do	260 00
Arden Station and Railway Station	M E. Boughton	On foot	1/8	8	12 do	50 00
Ardpatrick and Asessippi	R. H Marshall	Horse or vehicle	30	Fortn'tly	12 do	110 00
Argyle and Stonewall	A. Guthrie	do	9	1	12 do	120 00
Arnaud and Railway Station	A. Haddow	Foot or vehicle	2½	3	12 do	75 00
Arrochar and Railway Station	R. McDonald	do	¾	6	7 do (from Sept. 1, 1886)	18 66
Arrow River and Beulah	W. Elliott	Optional	22	1	12 do	260 00
Asessippi and Shell River	W. Dunkin	Vehicle	15	2	12 do	300 00
Ash Creek and Moropano	R. Johnston	do	5	1	2 do (from Feb. 1, 1887)	8 67
Assiniboine and Poplar Point	H. Armstrong	Horse or vehicle	4	2	12 do	100 00
Aubigny and Ste. Agathe	F. Roy	do	7	2	12 do (and arrears)	156 25
Austin and Railway Station	E. Broadfoot	Optional	1/8	12	12 do	30 00
Aweme and Two Rivers	W. A. Lindsay	Vehicle	5	1	6 do (to Sept. 30, 1886)	32 50
do do	C. Bellhouse	do	5	1	6 do from do	30 00
Baie St. Paul and Fortier	J. A. Fortier	do	7	1	2 do (from Feb. 1, 1887)	13 33
Baie St. Paul and Railway Station	F. Chenier	On foot	1/8	12	12 do	62 60
Balcarres and Indian Head	J. Morrison	Vehicle	30	1	12 do	345 00
Balgonie and Railway Station	A. R Dickson	Optional	1/8	12	12 do	60 00
Balmerino and Binscarth	A Fletcher	Horse or vehicle	5½	2	12 do	125 00
Balmoral and Pleasant House	R. Rutherford	Vehicle	18	1	12 do	200 00

Balmoral and Stonewall	do	Optional	7	2	12	do		140 00
Banff and Railway Station	F. Woodworth	Foot or vehicle	1/4	4	1	do	(to June 30, 1886)	6 30
do do	do	do	1/4	12	9	do	from do	75 00
Barnsley and Lintrathen	J. Glenn	Vehicle	19	2	3	do	(from Jan. 1, 1887)	78 00
Barnsley and Railway Station	D. S McNeill	do	1/8	4	3	do	do	7 50
Basswood and Fairmount	E. McGill	do	4	1	6	do	(from Oct. 1, 1886)	39 00
Batoche and Saskatoon	F. Clarke	do	55	Fortn'tly.	12	do		450 00
Battleford and Swift Current	Leeson & Scott	do	193	Fortn'tly	12	do		4,000 00
Battleford and Fort Pitt, &c., also Calgary and Fort Saskatchewan	do	do	218, 90 & 198	Fortn'tly	12	do		16,061 84
Beauséjour and Brokenhead	E. A. Dugard	Foot or vehicle	14	1	5	do	(from Nov. 1, 1886)	54 17
Beaver Creek and Railway Station	W. J. Thompson	Horse or vehicle	5½	1	12	do		41 60
Belleview and Virden	J. A. Schoenan	Optional	35	1	12	do	(and arrears)	368 75
Benbecula and Wapella	D. Miller	Vehicle	8	1	12	do		40 00
Beulah and Elkhorn	G. H. Roswell	Horse or vehicle	25	2	12	do		468 00
Binscarth and Silver Creek	T. S. Rutherford	do	8	1	7	do	(to Oct. 31, 1886)	58 33
Binscarth and Snake Creek	do	do	12½	1	5	do	from do	65 10
Bird's Hill and Cook's Creek	do	do	17½	2	12	do		360 00
Bird's Hill and Railway Station	J. S. McLeod	do	1/2	6	12	do		125 20
Birtle and Moosomin	G. Chudleigh	do	37	2	12	do		570 00
Birtle and Solsgirth Railway Station	G. H. Bradshaw	Vehicle	9	2	3	do	10 days (to July 10, '86)	43 23
Birtle and Railway Station	H. M. Porteous	do	1/2	6	1	do	21 dys. (to Aug. 31, '86)	18 01
do do	W. G. L. Porteous	Optional	45	6	7	do	from do	56 86
Birtle and Shellmouth	do	do	8	2	6	do	(from Oct. 1, 1886)	312 00
Birtle and Wadleigh	A. B. Wood	Vehicle	13	1	12	do		100 00
Blythfield and Headingley	W. Howey	Optional	24	1	12	do		135 00
Boissevain and Desford	W. H. Mellow	Horse or vehicle	18½	2	3	do	(from Jan 1, 1887)	52 00
Boissevain and Heaslip	P. Robertson	Vehicle	21	2	3	do	do	78 00
Boissevain and Langvale	G. F Brown	do	1/8	2	3	do	do	78 00
Boissevain and Railway Station	W. B. Gillam	do	12	6	5	do	20 dys (from Oct. 12, '86)	23 50
Boissevain and Wapaha	A. McKnight	Foot or vehicle	117	1	5	do	19 dys (from Oct. 13, '86)	59 19
Boscurvis and Moosomin	W. A. Munro	Vehicle	14	1	12	do		890 00
Bradwardine and Logoch	W. A. Turriff	do	66	1	12	do		145 00
Brandon and Deloraine	G. Levins	do	27	1	9	do	1 day (to Jan. 1, 1887)	624 75
Brandon and Minnewawa	S. A. Heaslip	do	17	2	3	do	from do	130 00
Brandon and Pendennis	H M. Sage	do	1/2	1	12	do		130 00
Brandon and Railway Station	W. J. Sargent	Optional	20	12	12	do		364 00
Brandon and Rapid City	H. M. Sage	Foot or vehicle	24	6	12	do		1,200 00
Brandon and Souris	D. McNaught	Vehicle	24	2	9	do	(to Dec. 31, 1886)	322 50
do do	W. A. Dolmage	do	32½	3	3	do	from do	156 00
Brandon and Two Rivers	R. B. Kirchhoffer	do	32½	2	6	do	3 dys (to Oct. 3, 1886)	539 17
do do	W. Vary	Optional	3	2	5	do	28 dys, from do	334 46
Bridge Creek and Railway Station	W. Telford	do	6	3	12	do		117 00
Brierwood and Roden	R. Campbell	do	1/8	1	1	do	(from March 1, 1887)	4 16
Broadview and Railway Station	D. Aitkin	Vehicle	1/8	12	6	do	(to Sept. 30, 1886)	39 00
do do	H. I. Painter	Optional	1/8	12	6	do	from do	50 00
Broadview and Wallace	J. Clementson	do	104	1	9	do	(to Dec. 31, 1886)	705 00
Burnside and Railway Station	A. E. Boake	Vehicle	5½	2	6	do	(to Sept. 30, 1886)	100 00
	T. Oliver	Optional						

Report No. 2, E—*Continued.*

Detail of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Burnside and Railway Station	W. A. McIntosh	Optional	5½	2	6 months (from Oct. 1, 1886)	90 00
Butterfield and Workman	W. A. Smith	Vehicle	22	1	9 do (to Dec. 31, 1886)	225 00
do do	do	do	22	1	3 do from do	43 75
Cadurcis and Minnedosa	do	do	6	2	12 do	156 00
Calf Mountain and Darlingford	F. Boulton	Optional	4	2	12 do	125 00
Calgary and Fort McLeod	J. Stewart	Vehicle	102	1	3 do (to June 30, 1886)	625 00
Calgary and High River	do	do	40	1	9 do from do	735 27
Calgary and Railway Station	G. C. King	Optional	½	6 & 12	5 do (to Aug. 31,'86) & arrears	107 49
do do	Douglas & Stirrett	do	½	12	7 do from do	105 00
Camille and Treherne	W. Cooper	Vehicle	8	2	3 do (from Jan. 1, 1887)	41 60
Canmore and Mountains	C. P. Construction Co	Optional	100	Monthly	1 do (to April 30, 1886)	100 00
Canmore and Railway Station	S. A. Cumpston	On foot	⅛	12	12 do	60 00
do do	do	do	⅛	6	3 do (to June 30, 1886)	29 00
Carberry and Railway Station	H. A. Perley	Foot or vehicle	⅛	12	12 do	31 28
Carberry and Wellwood	J. W. Newton	Vehicle	16½	2	12 do	250 00
Carlingville and Oak River	S. C. Dinsmore	Optional	17	1	12 do	240 00
Carlyle and Clare	T. Hislop	Horse or vehicle	13	1	12 do	150 00
Carlyle and Dennington	W. D. Kisley	do	8	1	6 do (from Oct. 1, 1886)	41 60
Carman and Pomeroy	E. Curry	do	8	1	9 do (to Dec. 31, 1886)	60 00
do do	J. Sutton	do	8	1	3 do from do	20 00
Carman and Salterville	R. Squires	Vehicle	4	2	3 do (from Jan. 1, 1887)	26 00
Carnduff and Sourisford	D. Elliott	do	40	1	3 do do	104 00
Caron and Railway Station	J. G. McDonald	On foot	⅛	6	12 do	30 00
Carson and Railway Station	J. P. Taylor	do	½	3	6 do (to Sept. 30, 1886)	16 00
do do	G. C. Battiscombe	do	½	3	6 do from do	16 00
Caresdale and Regina	E. Carss	Optional	22	1	12 do	170 00
Cartwright and Clearwater	G. Widmeyer	do	16	1	7 do (to Oct 31, 1886)	91 00
Cartwright and Railway Station	T. S. Menarey	Foot or vehicle	⅛	6	5 do 20 dys (from Oct 12,'86)	24 44
Castleavery and Shellmouth	J. Dugan, jun	Horse or vehicle	14	1	12 do	117 60
Chater and Elton	D. Black	do	6	1	12 do	109 20
Chater and Railway Station	P. Dickson	Optional	⅛	2	12 do	62 60
Clandeboye and Selkirk	A. M. Muckle	Horse or vehicle	8	1	10 do (to Jan. 31, 1887)	68 32
do do	do	do	8	2	2 do from do	26 67

Clarkleigh and Minnewakan	J. Clark	Vehicle	10		1	3	do	from Jan. 1, 1887)	21 25
Clarkleigh and Reaburn	J. Clark, jun.	do	39		2	11	do	(to Feb. 28, 1887)	293 33
do do	do	do	40		2	1	do	from do	27 35
Clearwater and Railway Station	R. Rogers	Foot or vehicle	¼		6	5	do	20 dys. (from Oct. 12, '86)	36 66
Clearwater and Wakopa	G. Widmeyer	Vehicle	42		1	3	do	(to June 30, 1886)	112 50
do do	do	do	45		1	4	do	(to Oct. 31, 1886)	160 66
Craigilea and Roseberry	J. Hanover	do	12		1	12	do		96 20
Crewe and Fort Ellice	J. Ellis	do	6		2	12	do		120 00
Crystal City and Railway Station	R. Rollins	Foot or vehicle	⅛		6	3	do	20dys. (from Dec. 12, '86)	28 80
Cypress River and Railway Station	A. Creighton	do	⅛		4	3	do	(from Jan. 1, 1887)	6 50
Cypress River and St. Alphonse	do	Vehicle	8		2	3	do	do	43 50
Dalton and Mail Catching Post	J. Parke	On foot	⅛		12	12	do		30 00
Darlingford and Railway Station	D. Browne	Optional	1½		6	12	do		135 00
De Clare and Welwyn	J. Scott	Vehicle	7		1	12	do		74 00
Deloraine and Railway Station	R. D. Martin	Foot or vehicle	1/16		6	3	do	(from Jan. 1, 1887)	12 50
Deloraine and Sourisford	M. McTavish	Vehicle	28		2	3	do	do	130 00
Deloraine and Waskada	H. Huycke	do	32		1	9	do	(to Dec. 31, 1886)	266 34
Dominion City and Railway Station	R. Taylor	Foot or vehicle	½		12	12	do		80 00
Donore and Railway Station	J. McCurdy	do	3		2	3	do	(to June 30, 1886)	12 50
do do	do	do	3		2	9	do	from do	56 25
Douglas Station and Railway Station	T. E. Greenwood	Optional	⅛		6	12	do		39 00
Drumconnor and Railway Station	E. Brown	On foot	½		4	12	do		52 25
Dunbow and Okotoks	R. A. Begg	Horse or vehicle	10		1	12	do		104 00
Dunmore Junction and Railway Station	W. B. Higginson	On foot	¼		12	9	do	14 dys. (to Jan. 14, '87)	47 33
do do	do	do	⅛		24	2	do	17 dys. from do	22 80
East Selkirk and Railway Station	A. Purdy	Horse or vehicle	¾		6	12	do		100 00
East Selkirk and Selkirk	R. Comber	Optional	2		3	6	do	(from Oct. 1, 1886)	37 50
Edgeley Farm and Qu'Appelle Station	W. C. Cameron	Horse or vehicle	6½		2	12	do		200 00
Edmonton and St. Albert	Fielders & Osborne	Vehicle	9	Fortn'tly.	12	do			125 00
Elkhorn and Kola	C. W. Wainwright	Optional	12		1	12	do		100 00
Elkhorn and Railway Station	J. McLeod	Foot or vehicle	⅛		12	12	do		78 00
Emerson and Gauthier	J. H. Van Whort	Horse or vehicle	19		2	12	do		335 00
Emerson and Green Ridge	do	do	18		1	12	do		182 00
Emerson and Railway Station	do	do	¾		24	6	do	(to Sept. 30, 1886)	295 00
do do	C. Whitman	do	¾		24	6	do	from do	131 04
Emerson and West Lynne	A. Simpson	Vehicle	1		12	12	do		187 80
Erinview and Stonewall	A. J. Bell	do	21		1	1	do	(to April 30, 1886)	11 66
do do	do	do	25		1	11	do	from do	152 75
Esterhaz and Whitewood Station	J. Vass	do	26		1	17 dys. (to Aug. 31, 1886)			12 00
do do	S. Carson	do	25½		1	4 months (to Dec. 31, 1886)			83 00
Fairmede and Wapella	A. H. Salmon	do	16		1	12	do		182 00
Fairmount and Minnedosa	E. McGill	Horse or vehicle	12		1	6	do	(to Sept 30, 1886)	91 00
Fleming and Railway Station	M. Morrison	On foot	⅛		12	12	do		60 00
Forest Farm and Whitewood Station	S. Carson, jun	Vehicle	12		1	5	do	(to Aug. 31, 1886)	49 58
Fort Alexander and Peguis	W. J. McLean	Optional	50	Fortn'tly.	6	do		(to Sept. 30, 1886)	91 00
do do	M. Fontaine	do	50	Fortn'tly.	6	do		from do	91 00

Report No. 2, E—*Continued.*

1. Detail of all payments for Mail Transportation in Manitoba, &c, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Fort Francis and Rat Portage.	C. Lewis.	Optional	160	Fortn'tly.	12 months	960 00
Fort McLeod and Fort Conrad, U.S	I. G. Baker & Co...	Vehicle	170	Fortn'tly.	12 do	1,650 00
Fort McLeod and Lethbridge	Stewart Ranche Co	do	30	3	3 do (to June 30, 1886)	312 00
do do	do	do	30	3	9 do from do	562 50
Fort McLeod and New Oxley	do	do	28	1	9 do (from July 1, 1886)	514 68
Fort McLeod and Pincher Creek.	G. C. Ives	do	32	1	12 do	570 00
Giroux and Winnipeg.	R. Ramsay	do	50	1	10 do (to Jan. 31, 1887)	450 00
do do	do	do	50	1	2 do from do	150 00
Gladstone and Golden Stream.	D. McConnell.	do	8	1	12 do	78 00
Gladstone and Mekiwin.	J. McGregor	Hores or vehicle.	15	2	12 do	225 00
Gladstone and Railway Station	J. Logie	Foot or vehicle..	¼	12	12 do	180 00
Gladstone and Richmond.	L. A. Dunning	Vehicle	20	1	12 do	160 00
Gleichen and Railway Station	V. J. Beaupré	On foot	⅛	12	12 do	60 00
Glenboro' and Grund.	S. Christopherson.	Vehicle	9⅛	2	3 do (from Jan. 1, 1887)	25 00
Glenboro' and Railway Station	J. Duncan	Foot or vehicle .	4	4	3 do do	7 50
Glenboro' and Sittakaw	F. W. Lipsett	Vehicle	4	2	3 do do	26 00
Glenboro' and Stockton	A. F. Andrews	do	7	2	3 do do	26 00
Glendale and Sewell	W. J. Litster	do	30	1	12 do	416 00
Glendinning and Pilot Mound	J. M. Fraser	do	28	1	6 do 12 days (to Oct. 12, '86)	173 09
Glendinning, Pilot Mound and Roseberry	do	do	29½ & 22	1	3 do (from Jan. 1, 1887)	113 84
Gonor and Railway Station	J. Gunn	On foot	3	2	12 do	100 00
Grange and Portage la Prairie	A. Creighton	Vehicle	57	1	9 do (to Dec 31, 1886)	780 00
Grange and St. Alphonse	J. A. DeCosse	Foot or vehicle.	5	1	9 do do	41 25
Green Ridge and Stuartburn	L. G. Ramsay	Vehicle	11½	1	12 do	125 00
Grenfell and Railway Station	R. Routh	do	⅛	12	12 do	78 00
Gretna and Railway Station	J. R. Hoffman	Foot or vehicle...	¼	12	12 do	146 70
Gretna and Reinland	J. Wieler	Vehicle	17	2	12 do	211 00
Griswold Station and Railway Station	A. J. Leitch	do	¼	12	12 do	80 00
Griswold Station and Viola Dale	J. A. Bangs	do	42½	1	12 do	580 00
Grund and Stockton	S. Chistopherson.	Horse or vehicle	11	1	9 do (to Dec. 31, 1886)	75 00
Hanlan and Meadow Lea	C. Stewart	Optional	6½	1	12 do	52 00
Hayward and Qu'Appelle	H. H. Hayward	Vehicle	12	1	12 do	150 00
High Bluff and Railway Station	J. A. Drummond	do	⅛	12	12 do	60 00

Holmfield and Railway Station	T. S. Young	Foot or vehicle	1/8		6	5	do	20 dys (from Oct 12,'86)	28 20
Holmfield and Smith's Hill	do	Optional	4		2	5	do	4 days (to Mar. 19,'87)	43 13
Holland and Railway Station	J. Barr	Foot or vehicle	1/8		4	3	do	(from Jan. 1, 1887)	10 00
Hun's Valley and Minnedosa	J. Murchison	Vehicle	16		1	5	do	(from Nov. 1, 1886)	65 00
Hun's Valley and Murchison	do	do	6		1	1	do	(to Oct. 31, 1886)	5 00
Icelandic River and Peguis	S. Jonasson	Foot or vehicle	65	Fortn'tly	12	do			375 00
Ignace and Railway Station	H. Jackson	Vehicle	1/8		6	3	do	(to June 30, 1886)	6 25
do do	W. H. Cobb	do	3/8		6	9	do	from do	18 75
Indianford and Treberne	H. Hamilton	do	10		1	3	do	(from Jan. 1, 1887)	13 00
Indian Head and Railway Station	R. Crawford	do	1/8		12	12	do		156 00
Joly and Otterburne	E. Vinette	Horse or vehicle	6		3	12	do		132 00
Joly and Steinbach	do	Vehicle	34		1	12	do		175 00
Keewatin Mills and Railway Station	A. Torrance	Optional	1		12	12	do		312 50
Killarney, Langvale and Souris City	C. Bate	Vehicle	93 & 15		1	9	do	(to Dec. 31, 1886)	562 50
Killarney, Glendinning and Wakopa	do	do	12 & 14		1	3	do	do	60 00
Killarney and Railway Station	do	Foot or vehicle	1/8		6	5	do	20 dys. (from Oct 12,'86)	24 44
Killarney and Rowland	J. Bate	Vehicle	10		2	3	do	(from Jan. 1, 1887)	52 00
Kinbrae and Moosomin	P. Cooke	do	60		1	9	do	(to Dec. 31, 1886)	450 00
Kinistino and Puckahn	R. Pritchard	Horse or vehicle	25	Fortn'tly	12	do			252 00
Kinosota and Westbourne	Smalley & Chantler	do	65	Fortn'tly	2	do		(to Jan. 31, 1887)	60 00
do do	C. Anderson	do	65	Fortn'tly	2	do		from do	41 33
Lansburn and Seeburn	C. G. Miller	Vehicle	9		1	7	do	(from Sept. 1, 1886)	37 92
Larivière and Railway Station	W. H. Swales	On foot	1/4		6	2	do	(from Feb. 1, 1887)	8 67
Lebret and Qu'Appelle	J. P. Magnan	Foot or vehicle	4 1/2		2	12	do		104 00
Lennox and Montefiore	H. Huycke	Vehicle	14		1	3	do	(from Jan. 1, 1887)	31 85
Lethbridge and Railway Station	H. F. Greenwood	Foot or vehicle	1/8		6	9	do	14 days (to Jan. 14,'87) and arrears	231 08
do do	do	do	1/2		12	2	do	17 dys. (from Jan. 14,'87)	54 88
Lintrathen and Roseisle	A. Begg	Horse or vehicle	12 1/2		1	6	do	(from Oct. 1, 1886)	44 20
Loon Creek and Qu'Appelle	B. Woolhouse	Vehicle	27		1	12	do		208 00
Lowestoft and Morden	W. H. Lowe	do	18		1	12	do		160 00
McGregor Station and Railway Station	T. R. Vardon	Optional	1/8		6	12	do		31 20
McGregor Station and Wellington	W. J. Thompson	Vehicle	8		1	12	do		72 80
McLean and Railway Station	J. B. Davis	On foot	1/2		12	12	do		150 00
Maple Creek and Railway Station	J. Dixon	Optional	1/4		12	12	do		156 00
Marlborough and Moose Jaw	J. G. Beesley	Vehicle	14		1	12	do		104 00
Marieton and Regina	S. Beach	do	35		1	4	do	(to July 31, 1886)	130 00
do do	do	do	40		1	8	do	from do	294 66
Marieton and Strasburg	C. H. Hinck	do	16		1	4	do	(to Oct. 31, 1886)	66 66
do do	J Wolff	do	16		1	5	do	from do	58 33
Marney and Railway Station	P. Butchart	do	5		4	12	do		156 00
Marringhurst and Otenaw	W. Playfair	Horse or vehicle	15		1	12	do		124 80
Medicine Hat and Railway Station	T. Tweed	Optional	1/2		12	3	do	(to June 30, 1886)	31 20
do do	do	do	1/2		12	9	do	from do	139 20

Report No. 2, E—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Melbourne and Railway Station	W. G. Alcock	Optional	1¼	12	7 months (to Oct. 31, 1886)	18 67
do do	do	do	1¼	4	5 do from do	5 00
Melgund and Souris	W. A. Dolmage	Vehicle	20	2	3 do (from Jan. 1, 1887)	100 00
Melita and Menota	E. P. Snider	Optional	4½	1	11 do (to Feb 28, 1887)	83 42
Miami and Nelson	J. Blair	Vehicle	10	2	3 do (from Jan. 1, 1887)	39 00
Millford and Ninette	J. Brown	Optional	13	1	6 do (to Sept. 30, 1886)	52 00
do do	F. Alford	do	13	1	6 do from do	52 00
Millford and Sittakaw	J. Dowd	do	19	1	9 do (to Dec. 31, 1886)	108 75
Millford and Stockton	A. F. Andrews	do	10	2	9 do do do	56 25
Millward and Railway Station	J. McDougall	On foot	3	3	12 do	100 00
Minnedosa and Murchison	J. Murchison	Vehicle	15	1	7 do (to Oct. 31, 1886)	85 75
Minnedosa and Railway Station	T. Boyd	Foot or vehicle.	½	8	12 do	104 00
Minnedosa and Scandinavia	J. Hemmingan	Vehicle	20	1	5 do (from Nov 1, 1886)	62 50
Minnewawa and Souris City	J. Young	do	11	1	9 do (to Dec. 31, 1886)	93 75
Moffat and Wolf Creek	E. A. Banbury	do	9	2	3 do (to June 30, 1886)	50 00
do do	do	do	9	2	9 do from do	93 00
Moline and Rapid City	D. McNaught	do	8	1	12 do	130 00
Montgomery and Whitewood Station	T. B. Donohoe	Optional	20	1	12 do	182 00
Moose Jaw and Railway Station	J. A. Whitmore	do	⅛	12	5 do (to Aug. 31, 1886, & arrears)	121 00
do do	do	do	⅛	12	7 do (from Aug. 31, 1886)	116 66
Moosomin and Railway Station	J. Daniel	Horse or vehicle.	⅛	12	12 do	156 00
Moosomin and Redpath	J. Deavitt	do	41	1	3 do (from Jan. 1, 1887)	62 25
Morden and Railway Station	J. W. Driver	Foot or vehicle.	⅛	6	12 do	62 60
Morden and Stodderville	J. Rinn	Vehicle	10	2	3 do (to June 30, 1886)	71 50
do do	J. Stodders	do	10	2	9 do from do	132 60
Morris and Railway Station	J. W. Kastner	do	⅜	12	7 do (to Oct. 31, 1886)	64 16
do do	do	do	⅛	12	2 do (to Dec. 31, 1886)	10 00
do do	W. A. Russell	do	⅛	12	3 do from do	10 00
Morris and St. Jean Baptiste	F. Bernier	do	6	3	12 do	195 00
Napinka and Sourisford	A. Cates	do	19½	2	2 do (to Feb. 28, 1887)	65 55
do do	E. Elliott	do	22	2	1 do from do	30 33
Neepawa and Oberon	J. McIntyre	Optional	13	2	12 do	312 00
Neepawa and Orange Ridge	P. Winter	do	12	1	12 do	189 00

Neepawa and Railway Station	do	do	¾	8	12	do	104 00
Neepawa and Salisbury	do	Vehicle	7	2	12	do	156 00
Nelson and Opawaka	R. Semple	Optional	8½	1	12	do	91 00
Nelson and Railway Station	J. Rinn	Vehicle	9	3	12	do	468 00
Nelson and Salterville	G. Leary	do	32½	2	9	do (to Dec. 31, 1886)	429 00
Newdale and Railway Station	J. L. Cook	Foot or vehicle	⅛	8	12	do	67 00
Newdale and Raven's Glen	C. A. Rea	Vehicle	7	1	12	do	52 00
Nimitaw and Wapaha	W. A. Munro	do	9	1	6	do 12 dys. (to Oct. 12, 1886)	50 59
Niverville and Railway Station	E. Penner	Optional	¼	12	12	do	25 00
Norman and Railway Station	H. Macaulay	On foot	100 yds.	12	6	do (from Oct. 1, 1886)	50 00
Oakburn and Shoal Lake	J. A. Hamilton	Vehicle	9	2	12	do	156 00
Oak Lake and Railway Station	G. D. Miller	Foot or vehicle	⅛	12	12	do	78 00
Oakland and Portage la Prairie	T. Huddlestone	Horse or vehicle	17	1	12	do	135 00
Oak River and Tatonka	J. Reid	do	8	1	12	do	104 00
Orrwold and Raven Lake	J. Brownridge	do	24	1	12	do	104 00
Ossowa and Poplar Point	W. Wagner	do	7	2	3	do (to June 30, 1886)	39 00
do do	F. Wagner	do	7	2	9	do from do	119 25
Otterburne and Railway Station	J. L. Ewing	do	⅛	12	12	do	25 00
Parkin and Wapella	R. Reid	Vehicle	12	1	12	do	100 00
Parklands and Qu'Appelle	T. Murray	Optional	11	1	12	do	75 00
Pasqua and Railway Station	J. Brookfield	On foot	⅛	6	6	do (to Sept. 30, 1886)	36 00
do do	H. U. Rorison	do	⅛	6	6	do from do	36 00
Peguis and Selkirk	J. McNabb	Horse or vehicle	6½	2	12	do	150 00
Penrith and Virden	W. F. Scarth	Vehicle	15	1	12	do	166 64
Pense and Railway Station	T. Bull	On foot	⅛	12	2	do (to May 31, 1886)	13 00
do do	A. Blair	do	⅛	12	10	do from do	65 00
Pleasant Forks and Wolf Creek	J. M Peregrine	Optional	30	1	12	do	308 88
Pigeon Lake and Winnipeg	E. Bourke	Vehicle	25	2	12	do	545 00
Pilot Mound and Railway Station	J. M. Fraser	Foot or vehicle	⅛	6	5	do 20 dys. (from Oct. 12, '86)	24 44
Pilot Mound and Roseberry	do	Vehicle	22	2	2	do 19 dys (from Oct. 13, '86)	76 08
Poplar Point and Railway Station	H. Armstrong	Foot or vehicle	¾	6	10	do (to Jan. 31, 1887)	41 66
do do	do	do	¾	12	2	do from do	14 00
Portage la Prairie and C. P. Railway Station	S. Rayner	Optional	1	12	9	do (to Dec. 31, 1886)	258 75
do do	W. W. Miller	do	1	12	3	do from do	56 25
Portage la Prairie and M. & N. W. Railway Station	do	Vehicle	¾	12	9	do to do	225 00
do do do	do	do	¾	12	3	do from do	56 25
Prince Albert and Puckahn	R. Pritchard	Horse or vehicle	15	1	12	do	148 00
Prince Albert and Qu'Appelle Station	Leeson & Scott	Vehicle	253	1	12	do	7,900 00
Qu'Appelle and Qu'Appelle Station	L. W. Mulholland	Optional	18	6	6	do (to Sept. 30, 1886)	546 00
do do	A. G. Hamilton	do	18	6	6	do from do	235 00
Qu'Appelle Station and Railway Station	J. Grieve	do	⅛	12	6	do to do	140 85
do do	A. G. Hamilton	do	⅛	12	6	do from do	72 50
Rat Portage and Railway Station	W. Oliver	do	¼	24	12	do	250 00
Raven Lake and Shoal Lake	T. Parkinson	Vehicle	4¼	2	12	do	156 00
Reaburn and Railway Station	W. J. Paterson	Optional	¼	12	12	do	156 25

Report No. 2, E—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba, &c, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						$ cts.
Reaburn and Woodlands	J. Porteous	Vehicle	13	2	12 months	98 48
Redpath and Sumner	W. A. Simpson	Horse or vehicle	11	1	9 do (to Dec. 31, 1886)	75 00
Regina and Railway Station	J. C. Irvine	Optional	¾	12	12 do	312 00
Reinland and Schauzenfeldt	B. Loewen	Vehicle	9	1	12 do	70 00
Richland and Winnipeg	J. Hourie	do	37	2	12 do	590 00
Rose Plain and Tregarva	P. B. Kelly	do	5	1	4 do (to July 31, 1886)	17 33
Rosser and Railway Station	P. J. Sherlock	Foot or vehicle	⅛	12	12 do	30 00
Rounthwaite and Stratherne	G. Stewart	Optional	4	2	12 do	100 00
Ste. Agathe and Winnipeg	N. Olivier	Horse or vehicle	25½	2	12 do	480 00
St. Boniface and Winnipeg	W. Petrim	Vehicle	1	12	12 do	350 00
Seeburn and Toddburn	C. E. Miller	do	9	1	5 do (to Aug. 31, 1886)	27 08
Selkirk and Winnipeg	J. McNabb	do	22½	3	12 do	720 00
Sewell and Railway Station	G. B. Litster	Optional	⅛	12	12 do	30 00
Shadeland and Thornhill	R. Sweet	Horse or vehicle	3½	2	12 do	182 00
Shoal Lake and Railway Station	M. W. Thompson	Foot or vehicle	⅛	8	12 do	65 00
Sidney and Railway Station	T. Babb	Optional	¾	2	12 do	52 00
Silver Spring and Railway Station	R. Armstrong	Vehicle	3½	2	5 do 20 dys. (from Oct. 12, '86)	61 11
Silverton and Railway Station	L. Lepage	On foot	⅛	12	2 do (to May 31, 1886)	10 00
Souris and West Hall	A. J. Thompson	Vehicle	20	1	12 do	156 00
Stonewall and Railway Station	C. V. Tottle	Optional	½	6	12 do	47 10
Stonewall and Wavy Bank	J. Graham	do	8	1	12 do	75 00
Stony Mountain and Railway Station	A. Perry	Vehicle	1	12	12 do	100 00
Strathclair and Railway Station	P. Butchart	do	6	2	12 do	156 00
Strathclair Station and Railway Station	H. M. Clark	Foot or vehicle	⅛	8	4 do (from Dec. 1, 1886)	13 33
Summerberry and Railway Station	J. Love	On foot	⅛	6	12 do	60 00
Swift Current and Railway Station	W. G. Knight	do	⅛	12	12 do	96 00
Thornhill and Railway Station	W. Bradley	Foot or vehicle	⅛	12	12 do	39 00
Touchwood Hills and Wisbart	J. H. Putnam	Optional	10	1	12 do	80 00
Treherne and Railway Station	W. H. Smith	Vehicle	¾	4	3 do (from Jan. 1, 1887)	13 00
Turtle Mountain and Railway Station	J. A. Brondgeest	do	2½	2	3 do do	26 00
Turtle Mountain and Wakopa	A. Stewart	do	25	1	9 do (to Dec. 31, 1886)	300 00
Vermillion Bay and Railway Station	J. Gregg	do	6	2	6 do 15 dys. (to Oct. 15, '86)	32 44

Virden and Railway Station	W. F. Scarth	Optional	1/8	12	12	do		78 00
Wallace and Whitewood Station	T. G. Lyons	Vehicle	100	1	3	do	(from Jan. 1, 1887)	171 00
Wapella and Railway Station	E. P. Benoit	Optional	1/8	12	12	do		60 00
Westbourne and Railway Station	A. G. Smalley	Foot or vehicle	1/4	12	12	do		75 00
Whitemouth and Railway Station	J. S. Corregan	Optional	3/8	12	12	do		130 00
Whitewood Station and Railway Station	T. G. Lyons	Foot or vehicle	1/8	12	12	do		77 75
Winnipeg and Railway Station	J. King	Vehicle	1	As req.	7	do	(to Dec. 31, 1886)	2,142 50
do do	J. Sheppard	do	1	74	3	do	from do	233 80
Winnipeg—Transferring mails at Railway Station	J. King		1/8		7	do	to do	87 50
do do do	J. Sheppard		1/8		3	do	from do	75 00
Winnipeg and Street Letter Boxes	P. Lamb	Vehicle		21	9	do	to do	1,058 22
do do	J. C. Powell	do		21	1	do	(to Jan 31, 1887)	58 33
do do	do	do		21	14 days		(to Feb. 14, 1887)	27 61
do do	do	do		21	1 month	14 dys.	(from Feb. 14, '87)	90 00
Winnipeg and Street Newspaper Boxes	P. Lamb	do	5 1/4	21	9	do	(to Dec. 31, 1886)	112 50
Winnipeg and Letter Box at Richardson's Corner	do	do	1/8	28	9	do	do	112 50
Wolf Creek and Railway Station	J. P. Dill	Optional	6	12	1/2	do		100 00
Woodlands and Woonona	J Hallett	do		1	12	do		52 00
Woodside and Railway Station	J. Orr	On foot	3/4	6	3	do	(to June 30, 1886)	7 50
do do	N. Morrison	do	3/4	4	9	do	from do	22 50
							Total	$85,148 59

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

Report No. 2, E—*Continued.*

Detail of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Canadian Pacific Railway (within Manitoba, &c, excepting from Calgary to B C. boundary)	1,388½	With varying frequency over different sections of the line	12 months (to March 31, 1887)	54,901 33
Manitoba and North-Western Railway	138	4	12 do do	4,535 72
North-West Coal and Navigation Co	109	3	12 do do	1,473 20
			Total	$60,910 25

A. W. McLELAN,
Postmaster-General.

H. A. Wicksteed,
Accountant.

REPORT No. 2, E—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, etc., in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels and repairs for the Post Office Department ...	294	87
R. S. Montgomery	Mail bags, rivet seals and repairs for do ...	51	89
E. Chanteloup	Brass mail locks for do ...	51	00
G. Bailey	Repairing mail locks for do ...	5	80
R. S. Montgomery	Fitting rivet seal locks on mail bags for Post Office Inspector, Winnipeg	9	00
E. Chanteloup	Mail lock keys for Post Office Inspector, Winnipeg	5	00
	Total	$417	56

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

Report No. 2, F.

Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Alberni and Nanaimo	W. Watt	Optional	68	1 & f'tly.	1 month (to April 30, 1886)	47 92
do do	do	do	68	1 & f'tly	11 months from do	550 00
Aldergrove and Mount Lehman	G. Stroebel	do	9	1	12 do	100 00
Alkali Lake and Clinton	N. Hanlon	do	80	1 & f'tly.	12 do	1,000 00
Ashcroft and Railway Station	H P. Cornwall	do	2	2	12 do	104 00
Ashcroft Station and Barkerville	B. C. Express Co.	Horse or vehicle.	279	1	12 do (to May 31, 1887)	18,540 00
Ashcroft Station and Lillooet	do	do	77	1	12 do	5,460 00
Ashcroft Station and Railway Station	T. G. Kirkpatrick	Optional	50 yds.	2	4 do (to June 30 1886)	40 00
do do	do	do	200 yds.	12	9 do from do	135 00
Barkerville and Harvey Creek	F. Littler	do	50	1 & f'tly.	12 do	790 00
Beaver Point and Burgoyne Bay	A. McLennan	do	10	1	12 do	150 00
Boston Bar and Railway Station	P. Fink	do	100 yds.	2	12 do	24 00
Burrard Inlet, Granville and New Westminster	W. B. Townsend	Stage	9	6	3 do (to June 30, 1886)	180 00
Chemainus and Railway Station	A. R. Johnson	Optional	¼	6	6 do (from Oct. 1, 1886)	60 00
Chilcoten and Soda Creek	J. Salmon	do	40	f'tly & mo.	12 do	250 00
Chilliwack and Railway Station	G. R. Ashwell	do	5	4	9 do (from July 1, 1886)	470 00
Corfield and Railway Station	G. T. Corfield	do	1½	1	1 do (from Mar. 1, 1887)	10 00
Coutlee and Granite Creek	J. J. McDonell	do	65	1	4 do 10 dys. (to Aug. 10, '86)	450 00
Cowichan and McPherson Station	J. Jones	do			Special trips	4 00
Cranbrook and Donald	E. Bray	do	200	8 per ann.	9 months (from July 1, 1886)	750 00
Donald and Railway Station	G. H. Presswell	do	½	12	9 do do	180 00
Douglas Lake and Quilchena	R. McRae	Horse or vehicle.	20	1	10 do (to Jan. 31, 1887)	208 33
Duck and Pringle and Railway Station	J. Duck	Optional	300 yds.	6	3 do (from Jan. 1, 1887)	15 00
Elgin and New Westminster	W. C. McDougall	do	12	1	12 do	120 00
Emory and Railway Station	F. W. Geisler	do	80 yds.	2	3 do 15 dys. (to July 15, '86)	14 58
Emory and Yale	do	do	5	1	8 do 16 dys. from do	74 00
Esquimault and Victoria	W. G. Bowman	Vehicle	3	24	12 do	400 00

Farwell and Shuswap	A. McBryan.	Optional	107	fortn'ly.	3	do	(to June 30, 1886)	240 00
Ferry Coombe and Railway Station	L. A. Agassiz	do	¾	2	12	do		60 00
Gabriola Island and Wharf	A. Shaw	do	2¾	2	12	do		60 00
Goldstream and Victoria	J. Phair	Stage	12	2	11	do	(from May 1, 1886)	110 00
Granite Creek and Hope	J. Wardle	Optional	80	1 & f'tly.	5	do	17 dys. (to Dec. 31, '86)	320 00
Granville and New Westminster	W. B. Townsend	do	12		3	3	do (to June 30, 1886)	117 00
Hall's Prairie and New Westminster	H. T. Thrift	do	23		1	12	do	235 00
Harrison's River and Railway Station	J. Barker	do	½		2	12	do	60 00
Hope and Railway Station	J. M. Drummond	do	2		2	3	do (to June 30, 1886)	26 00
do do	J. Wardle	do	2		5	9	do from do	96 00
Johnson's Landing and Matsqui	R. C. Garner	do	5½		2	8	do 17 dys (from July15,'86)	127 50
Johnson's Landing and Railway Station	do	do	2½		2	3	do 15 dys. (to July 15, '86)	29 08
Kamloops and Okanagon Mission	A. Schubert	Horse or vehicle.	120		1	12	do	1,200 00
Kamloops and Railway Station	A. J. Venn	Optional	1		12	9	do (from July 1, 1886)	258 00
do do	T. Hornley	do	1				Special trips	2 00
Kamloop's and Savona's Ferry	B. C. Express Co.	do	25		2	3	3 months (to June 30, 1886)	195 00
Kamloops and Shuswap	A. McBryan	Horse or vehicle.	35		1	3	do do	130 00
Kamloops and Spence's Bridge	B. C. Express Co.	do	100		1	9	do (to Dec. 31, 1886)	825 00
do do	J. Clark	do	100		1	3	do from do	450 00
Koksilah and Railway Station	C. Crosier	Optional	30 yds.		6	3	do do do	10 00
Kootenay and Pen-d'Oreille, U.S	E. Bray	do	150	8 per ann.	3	do	(to June 30, 1886)	225 00
Ladner's Landing, Lulu Island and New Westminster	T. McNeely	do					Special trips	50 00
Langley and Railway Station	K. Morrison	do	4		4		9 months (from July 1, 1886)	378 00
Langley and Steamer	H. Wark	do	1,013 yds		2		Special trips	5 00
Lytton and Railway Station	L. Cuvreau	do	¾		2		12 months	60 00
McPherson's Station and Railway Station	G. Jones	do	70 yds.		6	1	do (from Mar. 1, 1887)	3 33
Maple Bay and Quamichan	W. P. Jaques	do	4		2	6	do (to Sept. 30, 1886)	37 50
Maple Bay and Railway Station	J. Kier	do	6		3	2	do (from Feb 1, 1887)	30 00
Maple Bay and Somenos	do	do	10		2	6	do (to Sept. 30, 1886)	87 50
Maple Ridge and Railway Station	G. Howison	do	¼		2	6	do 15 dys. (to July 15, '86)	32 50
Matsqui and Railway Station	J. Fretheway	do	¼		12	9	do (from July 1, 1886)	90 00
Metchosin and Victoria	J. Parker	Vehicle	25		1	12	do	250 00
Mount Lehman and Railway Station	E. J. Thompson	Optional	5		4	9	do (from July 1, 1886)	310 00
Nanaimo and Railway Station	J. Ganner	do	¼		12	6	do (from Oct. 1, 1886)	90 00
Nanaimo and Wellington	do	Stage	7		6	6	do (to Sept. 30, 1886)	60 00
do do	do	do	7		6	6	do from do	120 00
New Westminster and Port Moody	J. W. Sexsmith	Horse or vehicle.	6		3	3	do (to June 30, 1886)	136 50
do do	do	do	6		7	4	do 15 days (to Nov. 15,'86)	469 00
do do	W. R. Austin	do	6		6	4	do 15 do from do	225 00
New Westminster and Railway Station	J. O'Halloran	Optional	¼		12	4	do 16 do from do	67 50
do do	do	do	¼				Special trips	1 00

Report No. 2, F—*Continued.*

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
New Westminster and Vancouver	W. B. Townsend	Stage	12	6	9 months (from July 1, 1886)	845 00
North Saanich and Victoria	H. Simpson	do	24	2	12 do	445 00
Okanagon Mission and Osoyoos	E. Lequime	Horseback	70	1 p.m'nth	12 do	300 00
Otter Point and Victoria	T. Tugwell	Horse or vehicle	30	1	12 do	200 00
Port Hammond and Port Harvey	D. Docksteader	Optional	2	3	9 do (from July 1, 1886)	112 00
Port Hammond and Railway Station	W. J. Harris	do	100 yds.	3	12 do	60 00
Port Harvey and Railway Station	D. Docksteader	do	40 yds.	2	3 do 15 days (to July 15, '86)	5 84
Port Moody and Railway Station	D. B. Grant	do	1	2	3 do (to June 30, 1886)	30 00
do do	do	do	1	12	9 do from do	180 00
Quamichan and Railway Station	W. P. Jaynes	do	1¾	2	6 do (from Oct. 1, 1886)	90 00
Revelstoke and Railway Station	A. McIntyre	do	¾	12	9 do (from July 1, 1886)	272 00
Salt Spring Island and Wharf	J. Broadwell	do	3	2	12 do	100 00
Savona's Ferry and Railway Station	G. C. McGuire	do	30 yds.	2	13 do	43 34
Shuswap and Railway Station	A. McBryan	do	200 yds.	6	9 do (from July 1, 1886)	45 00
Somenos and Railway Station	J. Kier	do	1½	6	6 do (from Oct. 1, 1886)	90 00
Spence's Bridge and Railway Station	D. O'Hara	do	50 yds.	2	8 do (to Nov. 30, 1886)	33 33
do do	J. Murray	do	¾	12	4 do from do	33 33
Sumas and Railway Station	D. W. Miller	do	4	5	9 do (from July 1, 1886)	374 00
Sumas and Upper Sumas	H. Barker	do	14	1	12 do	200 00
Vancouver and Wharf	H. A. Berry	do	¾	12	9 do (from July 1, 1886)	233 00
Victoria and Railway Station	W. G. Bowman	do	1¼	12	6 do (from Oct. 1, 1886)	157 00
Victoria and Wellington	J. Ganner	Vehicle	7	2	6 do (to Sept. 30, 1886)	60 00

Victoria and Wharf	Victoria Transfer Co.	Optional		12	8 do 22 dys (from July 10,'86)	262 00
do do	D. Banfield	do			Special trip	6 75
Whonnock and Railway Station	N. Oliver	do	¼	6	9 months (from July 1, 1886)	45 00
Yale and Railway Station	F. Brown	do	100 yds.	2	6 do (to Sept. 30, 1886)	30 00
do do	W. Teague	do	100 yds.	12	6 do from do	30 00
					Total	$41,677 83

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 2, F—*Continued.*

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Burrard Inlet and Vancouver	J. Van Bramer	8 r. t.	6	3 months (to June 30, 1886)	125 00
do do	B. I. Steam Ferry and Nav. Co.	8 r. t.	6	9 do (to March 31, 1887)	375 00
Comox, Nanaimo and New Westminster	W. Rogers	100	1	12 do do	3,000 00
Fort Simpson and Victoria	J. D. Warren	600	1 p month.	12 do do	2,000 00
Kamloops and Savona's Ferry	J. A. Mara	26	2	3 do (to June 30, 1886)	440 00
Nanaimo and Victoria	People's Steam Nav. Co.	75	3	6 do (to Sept. 30, 1886)	1,400 00
do do	do	75	2 s., 1 w.	6 do (to March 31, 1887)	900 00
New Westminster and Sea Island	W. F. Stewart	15	1	12 do do	245 00
New Westminster, Victoria and Fraser River	C. P. Navigation Co	150	As req.	3 do (to June 30, 1886)	3,750 00
New Westminster and Victoria	do	75	3	8 do 11 days (to Mar. 11, 1887)	5,555 55
Port Moody and Victoria	C. P. Railway Co			9 do (to March 31, 1887)	12,000 00
Victoria and Port Townsend, U.S.	Oregon Railway and Navigation Co	40	6	12 do do	8,000 00
				Total	$37,790 55

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, F—*Continued.*

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Canadian Pacific Railway Contractors (Port Moody and Savona's Ferry)	213	2	4 months (to June 30, 1886)	1,527 00
Canadian Pacific Railway (British Columbia Division)	638½	6	9 do (to March 31, 1887)	21,470 78
Esquimalt and Nanaimo Railway Co.	73	6	6 do do	1,812 16
			Total	$24,809 94

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A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, F—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		$	cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department.....	276	05
R. S. Montgomery	do and repairs do	4	61
E. Chanteloup.....	Brass mail locks do	25	50
G. Bailey.....	Repairing mail locks do	5	17
Pritchard & Mingard.....	Mail bag labels for do	0	75
	Total.....	$312	08

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Albany and Tryon *vid* North Tryon	C. Crawford	Vehicle	4½ & 1½	2 & 3	12 months	100 00
Alberton and Kildare	R. Tuplin	Optional	10	2	12 do	60 00
Alberton and Lot 6	W. Hardy	Horse or vehicle	6	2	12 do	50 00
Alberton and Railway Station	T. Keefe	Optional	¼	12	12 do	60 00
Alma and Railway Station	J. Mountain	On foot	¼	2	12 do	20 80
Argyle Shore and Bonshaw	C. Morrow	Horse or vehicle	3	2	12 do	26 00
Armadale and Railway Station	H. A. McPhee	On foot	½	3	12 do	20 00
Baldwin's Road and Perth Station	D. Reid	Optional	1½	2	6 do (to Sept. 30, 1886)	9 00
do do	do	do	1½	2	6 do from do	10 40
Bangor and Morell Station	W. Jardine	do	4	2	12 do	39 00
Bay Fortune and Souris East	J. McKie	do	10½	2	12 do	88 00
Beach Point and Montague Bridge	A. Martin	Horse or vehicle	22	3	12 do	460 00
Bear River and Clear Springs	C. McDonald	Vehicle	8	3	12 do	108 00
Bear River and Railway Station	D. Costello	On foot	¼	3	12 do	15 60
Bedeque and Charlottetown	A. M. Foy	Vehicle	41	3	12 do	719 00
Bedeque and Sea Cow Head	W. A. Noonan	Horse or vehicle	4½	2	12 do	46 80
Bedeque and Summerside	T. Glover	Vehicle	11	3	12 do	115 00
Belfast and Garfield	G. McKenzie	Optional	3	2	3 do (to June 30, 1886)	6 25
do	A. A. Martin	do	3	2	9 do from do	22 50
Belfast and Point Prim	M. Martin	Horse or vehicle	6½	2	12 do	49 92
Belfast and Vernon River	G. O'Neill	Vehicle	9	3	12 do	120 00
Big Marsh and Head of St. Peter's Bay	J. A. Lewis	Optional	8½	2	6 do (to Sept. 30, 1886)	31 20
do do	A. D. Cummings	do	8½	2	6 do from do	31 20
Bloomfield and Railway Station	J. O'Halloran	Horse or vehicle	2	3	12 do	55 00
Bloomfield Station and Railway Station	F. Peters	On foot	¼	6	12 do	25 00
Blooming Point and Tracadie Cross	A. Rattray	Optional	4½	2	3 do (to June 30, 1886)	10 00
do do	J. B McDonald	do	4½	2	9 do from do	26 04
Bonshaw and Nine Mile Creek	A. McDougall	Horse or vehicle	12	2	12 do	64 00
Brown's Creek and Whim Road Cross	J. McDonald	Optional	1½	2	12 do	26 00

Report No. 2, G—*Continued.*

Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Caledonia and Iris	A. Beaton	Optional	3	2	12 months	32 00
Caledonia and Orwell	M. Martin	Vehicle	10	3	12 do	154 00
Caledonia and Rona	J. McLeod	Horse or vehicle	4	2	12 do	32 00
Cape Egmont and Fifteen Point	L. D. Gallant	Optional	5	2	12 do	41 60
Cape Traverse and County Line	J. W. Hughes	do	11		Special trips	12 00
Cape Traverse Railway Station and Ice-boat House	A. Strang	do	1/16	As req.	Season, 1886-87	24 84
Cape Traverse and Summerside	Strang & Howatt	Vehicle	15	do	Part of season 1886-87	27 00
do do	M. Muttart	do	15	do	Balance of do (less fine)	70 80
Cape Wolfe and Lot 4	J. T. Cook	Horse or vehicle	6	2	6 months (to Sept. 30, 1886)	31 00
do do	J. J. Fish	do	6	2	6 do from do	31 00
Cardigan Bridge and Corraville	J. J. Sigsworth	Optional	6	2	12 do	52 00
Cardigan Bridge and Head of Cardigan	M. McAuley	do	4	2	12 do	41 60
Cardigan Bridge and Lot 56	J. J. Campbell	Vehicle	13 3/4	3	12 do and arrears	289 45
Cardigan Bridge and Mitchell River	H. McPhee	Optional	3	2	10 do (from June 1, 1886)	33 33
Cardigan Bridge and Railway Station	J. McVean	On foot	1/4	12	12 do	18 72
Cardigan and Railway Station	J. Smith	do	1/4	3	12 do	18 72
Cavendish and Hunter's River	J. White	Vehicle	31 r. t.	3	12 do	162 48
Charlottetown and Railway Station	T. L. Chappelle	do	1/2	As req.	12 do	331 68
Charlottetown and Rocky Point	J. Smith	Optional	2 1/2	2	12 do	42 64
Charlottetown and Vernon River	G. Silliphant	Vehicle	14 1/2	6	12 do	475 00
Cherry Valley and China Point	M. Gleeson	Optional	2	2	12 do	30 00
Clermont and Kensington	A. McLellan	do	3	2	12 do	33 00
Clinton and New London	G. McKay	do	2 1/2	2	12 do	28 00
Clyde Station and Railway Station	E. Crabbe	do	1/16	3	6 do (to Sept. 30, 1886)	5 00
do do	do	do	1/16	3	6 do from do	7 00
Coleman and Railway Station	A. McKinnon	do	1/16	3	12 do	15 00
Coleman and Western Road	P. Reid	do	2 1/2	2	6 do (from Oct. 1, 1886)	12 50
Commercial Road and Peter's Road	W. D. Johnston	do	2 1/2	2	12 do	30 00
County Line and Graham's Road	A. Cash	Horse or vehicle	7	3	12 do	96 00
County Line and Railway Station	M. S. Hughes	Optional	1/4	12	12 do and extra trips	67 40
County Line and Somerset	J. T. Murphy	Vehicle	8	2	12 do	103 00
Covehead Road and Grand Tracadie	S. McDonald	Horse or vehicle	5	2	12 do	65 00
Darlington and Kelly's Cross	P. Treanor	Vehicle	8	3	12 do	90 00

Darlington and New Wiltshire	J. T. McLeod	Optional	1	2	12	do		16 00
Darlington and Princetown Road	D. L. McLeod	do	3	2	12	do		18 00
Darlington and Railway Station	do	do	¾	6	12	do		35 00
Darlington and Rose Valley	do	do	8	3	12	do		90 00
Darnley and Kensington	J. Glover	Vehicle	12	3	12	do		190 00
Dromore and Railway Station	J. McCabe	Optional	2	2	12	do		26 00
East Baltic and Red Point	D. McEachren	Horse or vehicle	4	2	12	do		30 00
East Point and Souris, East	J. Kennedy	Vehicle	15	2	12	do		108 00
Elliott's Mills and Railway Station	R. Elliott	On foot	1/16	3	12	do		15 60
Elliotvale and Peake's Station	J. Edmonds	Optional	3½	2	12	do		27 00
Elmira and South Lake	L. McDonald	do	2	2	12	do		23 92
Elmsdale and Railway Station	L. Rennie	On foot	1/16	3	6	do	(to Sept. 30, 1886)	7 80
do do	J. Adams	do	1/16	3	6	do	from do	5 50
Emyvale and North River	P. McCardel	Horse or vehicle.	8¼	1	12	do		52 00
Farmington and Head St. Peter's Bay	E. Power	Vehicle	5	2	12	do		50 00
Farmington and Mansfield	M. Sullivan	Optional	3½	2	6	do	(to Dec. 31, 1886)	13 00
do do	T. Bolan	do	3½	2	3	do	from do	6 50
Fifteen Point and Miscouche	G. Des Roches	Vehicle	9	2	12	do		95 00
Flat River and Selkirk Road	J. Callaghan	Optional	6½	2	12	do		40 00
Forest Hill and Head St. Peter's Bay	R. Matheson	do	4	2	12	do		48 00
Fredericton and Railway Station	J. Weeks	On foot	1/16	3	12	do		18 00
Freetown and Lower Freetown	T. Taylor	Horse or vehicle	2½	2	12	do		29 00
Freetown and Railway Station	R. B. Auld	Optional	½	6	12	do		46 96
French Village and Mount Stewart	C. McIntyre	Vehicle	5	2	12	do		64 00
Gaspereaux and Mink River Road	H. Young	Optional	3	3	12	do		16 00
Georgetown and Murray Harbor, North	do	Vehicle	12	3	12	do		200 00
Georgetown and Newport	P. McIntyre	Optional	2½	3	12	do		68 00
Georgetown and Railway Station	R. Jenkins	do	½	12	12	do	and extra trips	104 28
Georgetown and Steamer "Northern Light"	do	do	½	As req.	Special trips			12 80
Glencorradale and Priest Pond	N. McDonald	do	3½	2	12 months			26 00
Glen William and Murray River	J. Martin	do	3½	2	12	do		33 28
Gowan Brae and Souris, East	J. E. Manning	do	3	2	12	do		25 13
Greenwich and Head St. Peter's Bay	F. McEwan	do	3½	2	12	do		30 00
Harrington and Winsloe Road	R. Lawson	do	1½	2	12	do		32 00
Hazel Green and Peake's Station	J. Mooney	do	5	2	12	do		57 20
Head of Hillsboro' and Mount Stewart	D. D Coffin	do	4½	2	12	do		41 60
Head St. Peter's Bay and Railway Station	J. Curran	Foot or vehicle.	¼	12	12	do		78 00
Higgin's Road and Wellington Station	D. McNeill	Horse or vehicle	13	3	12	do		120 00
High Bank and Little Sands	D. Livingstone	Optional	2	3	9	do	(from July 1, 1886)	15 00
Holmes and New London	J. McDonald	Horse or vehicle.	12	6	12	do		299 00
Hopefield and Murray River	A. McPhee	Optional	4	2	12	do		40 00
Hunter's River and North Rustico	M. White	Vehicle	16	3	12	do		150 00
Hunter's River and Railway Station	P. McGrath	On foot	1/16	12	12	do	and extra trips	65 70
Inverness and Railway Station	L. Hughes	Optional	2	2	12	do		41 00

Report No. 2, G—*Continued.*

Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Johnson's River and Southport	A. Beagan	Vehicle	11	2	12 months	93 60
Kensington and Park Corner	G. Mayhew	do	16½	3	12 do	194 00
Kensington and Railway Station	W. Glover	On foot	1/16	12	6 do (to Sept. 30, 1886, and extra trips).	30 78
do do	G. Glover	do	1/16	12	6 do from do do	36 90
Kildare Capes and Tignish	M. Dillon	Optional	4	2	12 do	41 60
Kildare Station and Railway Station	H. Gaudet	do	1½	2	12 do	12 48
Launching and Newport	A. Morrison	do	8	2	12 do	65 00
Little Sands and Wood Islands	A. Munn	Horse or vehicle	6	3	12 do	79 00
Little Tignish and Tignish	J. J. Buote	Optional	4	2	12 do	25 00
Little York and Marshfield	R. Lawson	do	1½	2	12 do	35 00
Little York and Railway Station	T. H. Lawson	Foot or vehicle	1/16	12	12 do	62 40
Little York and Union Road	T. Lawson	Vehicle	22 r. t.	3	12 do	156 00
Lot 10 and Railway Station	P. Reid	Horse or vehicle	3	2	6 do (to Sept. 30, 1886)	19 50
do do	H. Ritchie	do	1½	2	6 do from do	13 00
Lot 11 and Railway Station	T. Ramsay	do	5¼	3	12 do	82 40
Lot 12 and Railway Station	R. Hayes	do	2	12	12 do	87 64
Lot 14 and Railway Station	P. L. Praught	do	5	3	12 do	70 00
Lot 35 and Railway Station	M. Lawler	Optional	1½	2	12 do	33 28
Lot 56 and Sailor's Hope	F. McDonald	do	3	2	3 do (to June 30, 1886)	6 25
do do	do	do	5½	2	9 do from do	33 75
Marie and Milburn	P. Long	do	3½	2	12 do	20 00
Midgell and Morell Station	do	Vehicle	5	3	12 do	45 00
Mill Cove and Railway Station	B. Hughes	Optional	2	2	12 do	20 00
Mill River and Railway Station	F. Peters	do	1½	2	12 do	15 00
Mill View and Vernon River Bridge	F. Storey	Horse or vehicle	1⅝	3	6 do (to Sept. 30, 1886)	16 00
do do	do	do	1¼	6	6 do from do	38 00
Milton Station and North Milton	J. McNeill	Optional	2	2	3 do (to June 30, 1886)	6 00
do do	W. McNeill	do	2	2	9 do from do	19 50
Milton Station and Railway Station	J. McNeill	On foot	1/16	3	3 do to do	3 90
do do	W. McNeill	do	1/16	3	3 do (to Sept. 30, 1886)	3 90

do do	do	do		3	6	do	from do		15	50
Miminegash and Railway Station	J. Taylor	Horse or vehicle.	10	2	12	do			74	00
Miscouche and Railway Station	G. Des Roches	On foot	6½	12	12	do			36	00
Miscouche and South West Lot 16	S. McNeill	Vehicle	8½	2	12	do			57	20
Monaghan and Pownal	B. Jenkins	Horse or vehicle.	5½	2	12	do			95	60
Montague Bridge and Railway Station	R. F. Plummer	Vehicle	4	6	12	do			203	44
Montague Bridge and Valleyfield	W. McLeod	Optional	3	3	12	do			75	00
Montague Bridge and Victoria Cross	J. Dewar	do	2½	3	12	do			57	00
Montague Cross and Murray Harbor Road	J. McLean	do	1	3	12	do			26	40
Morell and Morell Station	W. Duff	do	4½	3	12	do			49	92
Morell Rear and Morell Station	R. D. Sterns	do	1/16	6	12	do			37	00
Morell Station and Railway Station	M. Coffin	On foot	3½	2	12	do			15	60
Mount Pleasant and Railway Station	H. N. Robinson	Optional	¼	12	12	do			41	60
Mount Stewart and Railway Station	N. McDonald	On foot	3	2	12	do			31	20
Murray Harbor, South and White Sands	J. Brehaut	Optional		12	12	do			46	00
New Haven and Riverdale	D. McFadyen	do	3½	2	12	do			36	00
Newton Cross and Orwell	D. Cody	do	2	2	12	do			26	00
New Zealand and Railway Station	J. Cantwell	On foot	⅛	3	12	do			15	60
Northam and Railway Station	T. H. Pope	Vehicle	1/16	12	9	do	(to Dec. 31, 1886)		15	00
do do	H. J. Folland	do	1/16	12	3	do	from do		5	00
North Lake and Souris East	D. D. McDonald	do	22	3	10	do	(to Jan. 31, 1887)		120	83
do do	A. McEachern	do	21	3	2	do	from do		54	00
O'Leary and Railway Station	J. Frost	On foot	1/16	6	12	do			15	64
O'Leary Station and West Cape	R. Ellis	Vehicle	9	2	12	do			88	00
Orwell and Orwell Cove	A. Loughran	Horse or vehicle.	2	3	12	do			49	00
Palmer Road and Railway Station	M. Costin	Optional	3	2	6	do	(to Sept. 30, 1886)		23	30
do do	W. Kinch	do	3	2	6	do	from do		17	50
Palmer Road and Waterford	do	do	4	2	12	do			20	00
Peake's Station and Railway Station	A. McDonald	On foot	1/16	3	12	do			7	80
Pinsville and Railway Station	A. Wedge	Optional	2	2	12	do			26	00
Pisquid and Railway Station	A. McDonald	do	1½	2	12	do			33	28
Pisquid and Webster's Corner	P. McNally	do	6	3	12	do			52	00
Pisquid Road and Vernon River	A. O'Keeffe	Horse or vehicle.	3	2	12	do			46	00
Port Hill and Railway Station	L. Yeo	Vehicle	4	12	12	do			143	52
St. Andrew's and Railway Station	J. McDonald	Optional	⅛	3	12	do			25	00
St. Eleanor's and Summerside	H. Mills	Horse or vehicle.	2½	6	12	do			74	00
Scotchfort and Railway Station	J. McDonald	Optional	7½	2	12	do			12	48
Sea Cow Pond and Tignish	J. Mansfield	Vehicle	16	2	12	do			48	00
Skinner's Pond and Tignish	P. Aylward	Horse or vehicle.	½	2	12	do			58	00
Souris, East and Railway Station	L. Cheverie	On foot	1/16	12	12	do	and extra trips		71	35
Suffolk Station and Railway Station	J. A. Ferguson	Optional	½	2	12	do			8	32
Summerside and Railway Station	R. Glover	Vehicle	4½	As req.	12	do			165	12
Summerville and Vernon River	D. Fraser	Horse or vehicle.		3	12	do			54	00
Ten Mile House and Railway Station	J. Fitzpatrick	Optional	1¼	2	12	do			20	00

Report No. 2, G—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						$ cts.
Tignish and Railway Station	D. Villard	On foot	½	12	12 months	40 00
Tracadie Cross and Railway Station	A. Johnston	Optional.	1½	3	12 do	28 08
Traveller's Rest and Railway Station	T. Townsend	Horse or vehicle.	1	3	12 do	39 00
Vernon River and Wood Islands	J. McDonald	do	24	3	12 do	383 00
Wellington and Wellington Station	J. A. Arsenault	do	1½	2	12 do	21 48
Wellington Station and Railway Station	F. J. Arsenault	do	1/16	12	12 do	20 00
West Point and Railway Station	P. McPhee	do	13	2	12 do	104 00
West St. Peter's and Railway Station	J. McDonald	Optional.	2½	2	12 do	25 00
Wilmot Valley and Railway Station	W. B. Browness	do	3½	2	12 do	52 00
					Total	$11,697 78

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

REPORT No. 2, G—*Continued*—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAY.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				$ cts.
Prince Edward Island Railway	201⅜	With varying frequency over different sections of the line.	12 months (to March 31,1887), including special winter service for season, 1886-87.	14,824 00
			Total.....	$14,824 00

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, G—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		$ cts.
S. & H. Borbridge.....	Repairing mail bags, &c., for Post Office Department	20 29
R. S. Montgomery	Mail bags, rivet seals and repairs for do	482 91
G. Bailey.....	Repairing mail locks for do	1 21
R. S. Montgomery	Mail bags, labels, &c., for Postmaster, Charlottetown.....	151 20
	Total.....	$655 61

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PART II.

PROVINCE OF ONTARIO.

A, IN REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	CHIEF INSPECTOR'S OFFICE.	$ cts.	$ cts.	$ cts.	$ cts.
Dewe	Chief Inspector	2,800 00			
E. Bennett	Assistant Inspector from, and Acting Assistant Inspector to, 1st March, 1887	1,275 00		4,075 00	
F. A. Maingy	1st Class Clerk	1,300 00		1,300 00	
N. Payne	3rd do	420 00		420 00	
A. LeSueur	Temporary Clerk, to 30th September, 1886	100 00			
E. Falconer	do from 1st August, to 31st December, 1886 (transferred to Post Office Department)	166 67		266 67	
	Total, Chief Inspector's Office				6,061 67
	BARRIE DIVISION.				
Spry	Post Office Inspector	2,200 00			
Henderson	Assistant Inspector	1,300 00		3,500 00	
Forsyth	1st Class Clerk	1,300 00		1,300 00	
J. Mason	2nd do	1,200 00		1,200 00	
Ward	3rd do	600 00			
Powell	do	560 00			
R. Boys	do	440 00		1,600 00	

. Harris	Messenger			520 00		520 00	
			Total, Barrie Inspector's Office				8,120 00
			RAILWAY MAIL SERVICE.				
. McCarthy	Chief Railway Mail Clerk			1,500 00		1,500 00	
Hynes	1st Class Railway Mail Clerk			960 00	119 30		
. Stokes		do		880 00	161 50	2,120 80	
. E. Kelly	2nd	do		800 00	230 30		
. S. Leslie		do	(on leave of absence without salary, from 1st December, 1886, to 31st May, 1887)	400 00	91 90		
. Murray		do		800 00	185 60		
. O'Connor		do		720 00	181 10		
. J. Skelly		do		720 00	160 60		
. Martin		do		720 00	160 10		
. Mason		do		720 00	117 70		
. H. Bennett		do		720 00	145 90		
. Dunn		do		720 00			
. Maloney		do		720 00	116 90		
. Legate		do	promoted from 3rd Class, 1st October, 1886	680 00	190 10	9,300 20	
. D. Cunningham	3rd	do		520 00	177 30		
. J. Golden		do		520 00	105 30		
. P. McDonald		do		89 54	36 20		
. Pierson		do		520 00	155 80		
. J. Duffy		do		560 00	189 80		
. J. Atkins		do		520 00	183 00		
. Leadley		do		503 34	166 90		
. H. Swan		do		503 34	116 00		
. McL. Hartley		do	Probationary, from 13th January, 1887	224 51	57 20	5,148 23	
. C. McKenzie	Temporary	do	from 17th January, 1887	219 35	48 80		
. Johnson		do	from 5th February, 1887	194 28	36 70	499 13	
				15,434 36	3,134 00		
			Total, Barrie Railway Mail Service				18,568 36
			KINGSTON DIVISION.				
. E. Griffin	Post Office Inspector			2,400 00			
. Jones	Assistant Inspector			1,300 00		3,700 00	

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	KINGSTON DIVISION—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
J. Meagher	2nd Class Clerk	1,200 00			
J. E. Hopkirk	do	1,200 00			
P. H. Macarow	do	1,115 00			
				3,515 00	
	Total, Kingston Inspector's Office				7,215 00
	RAILWAY MAIL SERVICE.				
F. Scobell	2nd Class Railway Mail Clerk, to 30th September, 1886 (deceased).	180 00	42 30		
H. F. Ketcheson	do	623 34	183 00		
J. L. Renton	do from 1st October, 1886 (transferred from Kingston Post Office)	450 00	96 95		
J. H. P. Brown	do from 1st December, 1886 (transferred from Winnipeg Division)	373 34	85 10		
				2,034 03	
J. Hoyland	3rd do	543 32	96 60		
D. J. Walker	do	496 67	146 90		
W. J. Doller	do	493 34	143 80		
J. D. Sherman	do to 30th November, 1886 (transferred to Winnipeg Division)	200 00	47 00		
J. R. Sayers	do	480 00	132 80		
M. McKinnon	do from 3rd August, 1886	437 42	135 70		
				3,353 55	
		4,277 43	1,110 15		
	Total, Kingston Railway Mail Service				5,387 58
	LONDON DIVISION.				
R. W. Barker	Post Office Inspector	2,400 00			
C. Fisher	Assistant Inspector	1,500 00			
				3,900 00	

A. Thomson	1st Class Clerk				1,400 00	
W. Blair	2nd	do	1,000 00			
F. W. Matthews		do	950 00		1,950 00	
R. G. Mercer	3rd	do	800 00			
G. Hampton		do	800 00			
J. Johnson		do	540 00		2,140 00	
R. McNeil	Messenger		520 00		520 00	
	Total, London Inspector's Office					9,910 00
	RAILWAY MAIL SERVICE.					
A. G. McWhinney	Chief Railway Mail Clerk		1,473 80	37 30	1,511 10	
P. Purdon	1st Class Railway Mail Clerk.		960 00	189 60		
J. Wynn		do	960 00	181 40		
B. D. D. Rorison		do	960 00	130 10		
W. Mathews		do	960 00	140 50		
J. G. Wright		do	960 00	190 90		
H. Cousins		do	960 00	165 40		
T. J. Essex		do	960 00	144 20		
J. Yorick		do	960 00	189 10		
W. Mitchell		do	960 00	195 90		
W. Edgar		do	960 00	159 50		
T. J. O'Meara		do	960 00	178 10	12,424 70	
R. P. Wright	2nd	do	800 00	241 10		
J. Flynn		do	800 00	176 90		
J. Mitchell		do	800 00	131 50		
J. W. McLaren		do	733 33	124 40		
J. J. Doyle		do	720 00	167 10		
W. D. Tye		do	720 00	175 30		
J. F. Scanlan		do	720 00	175 50		
E. O. B. Rogers		do	720 00	97 00		
J. L. G. Elliott		do	720 00	219 20		
W. Cousins		do	720 00	114 00		
W. A. Cleary		do	673 33	106 90		
F. A. Gemmill		do	800 00	94 50		
J. M. Farrow		do	726 66	216 20		
J. G. L. Dawson		do	(including arrears)			
A. F. Coulter		do	640 00	124 10		
D. J. McLean		do	640 00	167 20		
J. P. Casgrain		do	640 00	241 40		
			640 00	181 80	14,987 42	

Report No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	LONDON DIVISION—RAILWAY MAIL SERVICE—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
H. Elliott	3rd Class Railway Mail Clerk (including arrears)	580 00	166 90		
W. H. Arland	do	520 00	118 70		
W. G. McMillan	do	520 00	155 00		
A. Northwood	do	520 00	166 10		
C. McL. Sinclair	do	520 00	98 90		
G. W. Young	do	520 00	182 30		
W. L. McNeal	do	520 00	178 40		
T. W. W. Crawford	do	480 00	187 00		
C. C. Fox	do	480 00	169 90		
M. W. Sloan	do to 30th September, 1886 (transferred to Toronto Division)	120 00	43 30		
C. Lee	do Probationary, from 25th August, 1886	409 03	82 20		
R. W. S. Johnson	do do from 16th November, 1886	300 00	54 10		
				7,091 83	
R. Dagg	Mail Transfer Agent	480 00		480 00	
		30,216 15	6,278 90		
	Total, London Railway Mail Service				36,495 05
	OTTAWA DIVISION.				
T. P. French	Post Office Inspector	2,400 00			
A. Bolduc	Assistant Inspector	1,300 00			
				3,700 00	
C. P. LeSueur	1st Class Clerk	1,400 00		1,400 00	
D. Maloney	2nd do	1,000 00			
J. F. O'Connor	do	950 00			
				1,950 00	
D. A. Bruce	3rd do	470 00			
W. M. Brophy	do from 29th January, 1887 (transferred from Ottawa Post Office)	318 55			
H. Carroll	do from 1st March, 1887 do do	226 66			
				1,015 21	

P. B. Dunne	Temporary Clerk			400 00		400 00	
C. Duggan	Messenger			375 00		375 00	
	Total, Ottawa Inspector's Office						8,840 21
			RAILWAY MAIL SERVICE.				
J. D. Thomson	Acting Chief Railway Mail Clerk			1,215 94	187 30	1,403 24	
E. Gordon	1st Class Railway Mail Clerk			960 00	375 60		
W. F Burnham		do	(less fine)	959 50	172 67		
G. T. Gorrell		do		960 00	196 77		
R. Peden		do		960 00	370 80	4,955 34	
J. A. Chevrier	2nd	do	(less fine)	719 50	322 00		
A. Leclair		do		740 00	154 31		
J. B. Z. Legendre		do		720 00	403 00		
R. Montgomery		do	to 31st October, 1886 (transferred to Manitoba Division)	240 00	124 33		
P. A. Maingy		do	(less fine)	759 00	240 08		
C. Curran		do	to 31st May, 1887 (transferred to Montreal Inspector's Office)	660 00	122 80		
L. C. A. Casgrain		do	to 30th November, 1886; less fine (suspended to 17th December, 1886, and transferred to Montreal Division)	311 50	62 07		
F. H. Smith		do	(including arrears)	643 34	249 52		
J. B. Gillessie		do	(less fines)	637 50	321 05		
C. Plumb		do		640 00	158 50		
H. Macdonald		do	(less fine)	629 00	394 30		
D. J. Skelly		do	(less fine)	799 50	359 77		
C. W. Macdonald		do	from 1st December, 1886 (transferred from Ottawa Post Office)	373 34	165 69		
N. F. Elliott		do	from 1st March, 1887 (transferred from Toronto Division)	240 00	89 78	11,279 88	
H. P. Gillies	3rd	do		520 00	178 80		
S. Houston		do		520 00	384 10		
J. Griffith		do	(including arrears; less fine)	525 67	235 00		
J. Eagleson		do		500 00	369 00		
J. J. Nevens		do		500 00	375 50		
J. J. Lally		do		496 67	367 90		
A. H. J. Coburn		do		496 67	372 20		
J. E. Hetherington		do		480 00	364 58		
W. H. Gass		do		503 34	385 60		
J. Corcoran		do	(including arrears; less fines)	504 67	201 89		

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	OTTAWA DIVISION—RAILWAY MAIL SERVICE—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
T. J. M. Skelly	3rd Class Railway Mail Clerk, (less fine; suspended from 25th September to 1st October, 1886)	470 21	249 21		
W. W. McVicar	do (less fines)	478 50	367 50		
H. P. Thompson	do to 28th February, 1887 (transferred to Toronto Division)	320 00	105 00		
G. Catellier	do from 1st March, 1887 (transferred from Ottawa Post Office)	160 00	61 90		
R. McLaren	do Probationary, from 27th August, 1886	406 45	199 87		
E. H. Hayes	do do from 23rd December, 1886	251 61	66 43		
				11,418 27	
J. G. Armstrong	Temporary Clerk, from 18th October, 1886	338 06	89 70		
J. J. Lynch	do from 13th June, 1887	24 00			
				451 76	
		20,663 97	8,844 52		
	Total, Ottawa Railway Mail Service				29,508 49
	STRATFORD DIVISION.				
H. G. Hopkirk	Post Office Inspector, from 1st February, 1887	916 67			
				916 67	
	Total, Stratford Inspector's Office				916 67
	TORONTO DIVISION.				
M. Sweetnam	Post Office Inspector	2,600 00			
G. A. Burnham	Assistant Inspector	1,500 00			
				4,100 00	
W. E. Griffith	1st Class Clerk	1,400 00			
				1,400 00	
G. T. B. Gurnett	2nd do	1,200 00			
J. Henry	do	1,112 50			
W. Crocker	do	1,100 00			
H. W. Smallpiece	do	900 00			
				4,312 50	

G. B. Sweetnam	3rd do	480 00		480 00	
G. B. Wilson	Temporary Clerk, from 1st December, 1886	233 34		233 34	
J. McKillop	Messenger	520 00		520 00	
	Total, Toronto Inspector's Office				11,045 84
	RAILWAY MAIL SERVICE.				
C. J. H. Winstanley	Chief Railway Mail Clerk	1,500 00		1,500 00	
J. Saulter	1st Class Railway Mail Clerk	960 00	381 59		
T. McCormick	do	960 00	97 20		
J. O. Bennett	do	960 00	204 70		
W. Beatty	do	960 00	387 61		
W. C. Ashdown	do (less fine)	958 00	161 10		
F. Tyner	do	960 00	413 14		
G. F. Burns	do	960 00	213 90		
G. A. Shaw	do	960 00	57 00		
T. S. Birchall	do	960 00	514 10		
L. V. Byrne	do	960 00	515 10	12,543 44	
W. Nobie	2nd do	800 00	359 20		
J. Egan	do	800 00	484 61		
A. Thompson	do	800 00	187 60		
J. Dundas	do	800 00	149 40		
P. J. Costello	do	800 00	336 28		
G. Mathews	do	800 00	.....		
A. Findlay	do	773 33	356 79		
C. T. Bell	do (suspended from 5th to 24th February, 1887.)	677 14	152 30		
J. E. McLeod	do (including arrears)	820 00	351 12		
F. O'C. Higgins	do	720 00	342 60		
A. Beatty	do	720 00	328 88		
W. M. Platt	do	720 00	196 00		
E. O. Boyle	do	720 00	129 20		
N. F. Elliott	do to 28th February, 1887 (transferred to Ottawa Division)	480 00	238 66		
W. O'Connor	do	720 00	337 28		
W. McArthur	do (to 21st May, 1887 (resigned)	640 64	157 30		
W. B. Smith	do	720 00	402 64		
J. Little	do	720 00	230 98		
G. W. Griffin	do	720 00	219 70		
L. Sewell	do	800 00	208 90		
A. Jones	do	800 00	167 70		
D. B. Kelly	do	640 00	188 30		
J. T. O'Loane	do	653 33	351 82	22,721 70	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	TORONTO DIVISION—RAILWAY MAIL SERVICE—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts
C. Coleman	3rd Class Railway Mail Clerk, to 31st December, 1886 (resigned)	280 00	207 32		
G. M Harris	do	520 00	196 20		
J. Pringle	do	520 00	187 60		
F. C. Clarke	do	520 00	285 75		
W. Smellie	do	520 00	177 75		
W. J. Little	do	520 00	304 27		
E. J. Freel	do	520 00	176 40		
W. J. Ramsay	do	516 67	184 80		
W. Richardson	do	510 00	159 60		
J. T. Mollard	do	496 67	82 80		
A. J. Cheyne	do	490 00	147 70		
W. E. Wiley	do	480 00	118 20		
H. F. Dinning	do	480 00	174 90		
M. W. Sloan	do from 1st October, 1886 (transferred from London Division)	360 00	156 18		
T. Patterson	do from 1st October, 1886 (transferred from Toronto Post Office)	360 00	112 15		
H. P. Thompson	do from 1st March, 1887 (transferred from Ottawa Division)	160 00	85 35		
A. McGill	do Probationary, from 15th February, 1887	180 00	33 70		
W. J. Meagher	do do from 1st May, 1887	80 00	8 20		
				10,312 21	
R. Y. Ellis	Temporary do to 31st July, 1886 (transferred to British Columbia Division)	40 00	15 80		
J. Davis	do	480 00	108 70		
				644 50	
J. F. Harper	Mail Transfer Agent	470 00			
A. Scholes	do	500 00			
M. Lawless	do	400 00			
M. Sullivan	do from 1st April, 1887 (transferred from Toronto Post Office)	150 00			
				1,520 00	
		37,495 78	11,746 07		
	Total, Toronto Railway Mail Service				49,241 85
	Grand Total carried forward	160,197 08	31,113 64	191,310 72	191,310 72

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		$ cts.	$ cts.	$ cts.
	Brought forward			191,310 72
	BELLEVILLE POST OFFICE.			
J. H. Meacham	Postmaster	1,400 00		
J. Reid	Assistant Postmaster, to 30th April, 1887 (deceased)	916 67		
			2,316 67	
T. Duncan	2nd Class Clerk	950 00		
A. Gillen	3rd do	560 00		
S. W. Lazier	do	480 00		
W. B. Walker	do	480 00		
I. M. Newbery	do	470 00		
W. J. Embury	do	460 00		
J. J. Lynch	do	420 00		
			3,820 00	
E. Doyle	Temporary Clerk, from 20th April, 1887	78 49		
			78 49	
	Total, Belleville Post Office			6,215 16
	HAMILTON POST OFFICE.			
H. N. Case	Postmaster	2,400 00		
H. Colbeck	Assistant Postmaster	1,800 00		
			4,200 00	
H. A. Eager	1st Class Clerk	1,300 00		
			1,300 00	
T. Burns	2nd do	1,200 00		
G. H. Bull	do	975 00		
G. Ross	do	975 00		
			3,150 00	
A. C. Crisp	3rd do	800 00		
J. S. Mathews	do	800 00		
E. H. Dunnett	do	800 00		
B. F. Barber	do	800 00		

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	HAMILTON POST OFFICE—*Concluded.*	$ cts	$ cts.	$ cts
W. R. Ecclestone	3rd Class Clerk	720 00		
H. Dinnse	do	720 00		
P. J. O'Donnell	do	720 00		
R. Fitzgerald	do	670 00		
W. Flynn	do	670 00		
D. D. Campbell	do	600 00		
W. L. Waterman	do	570 00		
H. Hill	do	560 00		
J. A. Webber	do	560 00		
H. E. F. Filgiano	do	560 00		
C. Judd	do	510 00		
O. Beatty	do	500 00		
J. R. Morden	do	490 00		
J. E. B. Mackay	do	460 00		
J. O. McCullough	do	450 00		
R. J. Harron	do	450 00		
G. Smith	do from 23rd August, 1886	343 01		
R. S. Miller	do Probationary	400 00		
W. P. McCawley	do do	400 00		
J. H. C. Dempsey	do do from 16th August; also Temporary Clerk from 2nd August, 1886	366 67		
			13,919 68	
J. Murphy	Superintendent Letter Carrier	630 00		
T. B. S. Austin	Letter Carrier	600 00		
J. Gore	do	600 00		
J. H. Fearnside	do	600 00		
W. G. Flooks	do	600 00		
H. M. Coates	do	600 00		
C. W. W. Fielding	do	600 00		
J. Wilson	do	600 00		
J. Gardner	do (suspended from 25th August to 31st December, 1886)	388 71		
R. Stratton	do	600 00		
W. Angus	do	490 00		
W. Rennie	do	507 50		
C. Anstey	do	467 50		
D. C. Dowrie	do	442 50		

A. Griffin	do		420 00	
W. Dawe	do		420 00	
W. H. James	do		420 00	
E. Frank	do		420 00	
J. W. North	do		366 94	
C. H. Stickle	do	to 15th May, 1887 (resigned)	420 00	
G. Springate	do		420 00	
M. Dawson	do		420 00	
E. Sevier	do		420 00	
W. A. Mundy	do		382 50	
W. Strongman	do		375 00	
W. Lawrence	do		375 00	
J. Charters	do		104 51	
J. Phillips	do	from 17th March, 1887	74 51	
J. H. Faulknor	do	do to 31st May, 1887 (resigned)	104 51	
G. P. Hanlon	do	do	104 51	
J. R. Thomas	do	do		13,393 69
R. M. Macdonald	Temporary Letter Carrier, from 17th March, 1887		104 51	
W. Nunn	do	from 17th June, 1887	14 00	
				118 51
D. Walsh	Messenger		570 00	
J. Strous	do	from 18th August, 1886	313 55	
				883 55
		Total, Hamilton Post Office		36,965 43

KINGSTON POST OFFICE.

J. Shannon	Postmaster		2,000 00	
W. Shannon	Assistant Postmaster		1,400 00	
				3,400 00
J. Kelly	1st Class Clerk		1,300 00	
				1,300 00
R. T. Burns	2nd do		1,200 00	
				1,200 00
J. G. Strachan	3rd do		800 00	
W. S. Smyth	do		800 00	
J. P. Pense	do		720 00	
J. McBride	do		660 00	
J. L. Renton	do	to 30th September, 1886 (transferred to Kingston Division)	150 00	
F. C. Voigt	do	to 31st January, 1887 (deceased)	326 67	
F. Macdonald	do		800 00	
R. J. D'Arcy	do		480 00	
T. Moore	do		450 00	
W. J. O'Reilly	do	(less fine)	399 00	
				5,585 67
A. J. Chamberlain	Temporary Clerk, from 1st October, 1886		300 00	
				300 00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	KINGSTON POST OFFICE—*Concluded.*	$ cts.	$ cts.	$ cts.
H. Miller	Letter Carrier	555 00		
Collins	do	515 00		
Lewers	do	420 00		
J. Howland	do	405 00		
Gilmour	do	382 50		
Kearns	do	367 50		
Neill	do	360 00		
			3,005 00	
Dunbar	Messenger	570 00		
			570 00	
	Total, Kingston Post Office			15,360 67
	LONDON POST OFFICE.			
J. C. Dawson	Postmaster	2,200 00		
D. Sharman	Assistant Postmaster	1,600 00		
			3,800 00	
D. Dalton	1st Class Clerk	1,300 00		
			1,300 00	
Hunter	2nd do	1,200 00		
F. Mathews	do	1,200 00		
Hevey	do	987 50		
			3,387 50	
J. N. Shanly	3rd do	800 00		
Ward	do	800 00		
E. Ashton	do	800 00		
McNeil	do	770 00		
Lawless	do	640 00		
Nicholls	do	640 00		
C. Wheeler	do	560 00		
H. Skinner	do	560 00		
A. Gunn	do	560 00		
O'Meara	do	560 00		
P. Murray	do	510 00		

. Carrothers	do	500 00		
. J. Devinney	do	470 00		
H. Percival	do	440 00		
			8,610 00	
. Haystead	Superintendent Letter Carrier	700 00		
Kennedy	Letter Carrier (suspended from 1st to 7th September, 1886)	588 34		
Denahy	do	600 00		
N. Beattie	do	600 00		
Hilton	do	600 00		
A Screaton	do	600 00		
Evans	do	600 00		
. S. Short	do	530 00		
Ward	do	507 50		
W. Bermingham	do	467 50		
. P. Burns	do	450 00		
Brennan	do	420 00		
Phillips	Letter Carrier	420 00		
W. Bartlett	do to 30th April, 1887 (abandoned the service)	350 00		
Wilson	do	420 00		
Phair	do	420 00		
Pontey	do	420 00		
Walsh	do (suspended from 6th to 30th November, 1886)	390 83		
J. Maitland	do	420 00		
hn Cushing	do	412 50		
. F. Southcott	do	412 50		
mes Cushing	do	390 00		
Nicholson	do	382 50		
. C. Hiscott	do	360 00		
			11,461 67	
. Wood	Temporary Letter Carrier, from 19th January, 1887	162 58		
. C. Reed	do do from 1st June, 1887	30 00		
			192 58	
W. Kern	Letter Collector	600 00		
Wright	do	600 00		
			1,200 00	
O'Meara	Messenger	600 00		
. Lacey	Temporary Messenger, from 12th November to 10th December, 1886	12 00		
			612 00	
	Total, London Post Office			30,563 75
	OTTAWA POST OFFICE.			
A. Gouin	Postmaster	2,200 00		
. Hawken	Assistant Postmaster	1,800 00		
			4,000 00	
. French	1st Class Clerk	1,300 00		
			1,300 00	

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	OTTAWA POST OFFICE—*Continued.*	$ cts.	$ cts.	$ cts.
E. B. Bates	2nd Class Clerk (including difference between his salary and that of the Assistant Postmaster, from 16th April to 20th July, 1886, $157.26	1,357 26		
E. S. McDermott	do to 12th March, 1887 (suspended from 30th July to 21st August, and from 1st September to 7th November, 1886; dismissed)	446 47		
E. J. O'Connor	do	1,200 00		
C. Shaw	do	1,125 00		
W. H. Pennock	do	950 00		
M. J. Whitty	do (promoted from 3rd Class, 1st April, 1887)	825 00	5,903 73	
J. G. Poston	3rd do (suspended from 1st to 7th July, and absent without leave from 23rd to 25th September, 1886)	784 94		
D. B. Gordon	do	800 00		
W. O. Mercer	do	800 00		
A. A. Smith	do	800 00		
E. B. Wood	do to 28th February, 1887 (less fine); (transferred to Post Office Department)	529 04		
H. O'Neill	do	800 00		
J. H. Bartlett	do	680 00		
H. Poole	do	720 00		
H. Carroll	do to 28th February, 1887 (transferred to Ottawa Inspector's Office)	453 34		
N. E. Landrian	do	560 00		
S. J. Bradbury	do	560 00		
E. L. Chevrier	do	530 00		
G. R. McQueen	do	530 00		
C. W. Macdonald	do to 30th November, 1886 (transferred to Ottawa Division)	266 66		
L. Garrett	do (less fine)	576 44		
A. H. Gallup	do	500 00		
L. E. Noel	do (less fine)	488 00		
E. H. Mathewman	do	490 00		
W. M. Brophy	do (suspended from 13th August to 26th September; absent without leave from 27th to 30th November, 1886; and suspended from 7th to 28th January, 1887; transferred to Ottawa Inspector's Office)	286 29		
A. York	do	770 00		
F. L. Myers	do	470 00		
W. H. M. Gemmell	do to 31st May, 1887 (resigned)	410 00		
G. Catellier	do to 28th February, 1887 (less fines); (transferred to Ottawa Division)	291 34		

L. Ballantine	do		430 00	
H. L. Corbett	do	to 31st July, 1886 (resigned)	33 33	
J. T. Binks	do	from 1st August; also Temporary Clerk, from 20th July, 1886	379 57	
L. M. Farrell	do	Probationary, from 13th September, 1886	320 00	
B. H. Bell	do	do from 17th January, 1887	182 79	
F. G. Allen	do	do from 1st October; also Temporary Clerk, 30th September, 1886	301 11	
				14,742 85
J. Healy	Temporary Clerk, to 31st December, 1886		200 00	
A. E. Smith	do	(less fine)	399 00	
M. D'Arcy	do		400 00	
C. Landriau	do	from 24th August, 1886	341 94	
M. Patrick	do	from 21st January, 1887	178 50	
G. W. Wills	do	from 31st do	167 74	
B. Blanchet	do	from 5th February, 1887	161 90	
O. E. Traversy	do	from 7th do	159 52	
S. A. Webber	do	from 19th do	145 24	
V. Parent	do	from 23rd do	140 48	
A. H. Powell	do	from 2nd March, 1887	132 26	
J. R. Clewes	do	from 4th do	130 11	
T. Duhamel	do	from 22nd April, 1887	76 67	
J. P. Chilton	do	from do	76 67	
				2,710 03
F. S. Warwicker	Superintendent Letter Carrier		800 00	
J. Brown	Letter Carrier		600 00	
P. Larue	do		600 00	
M. Dolan	do		600 00	
P. Robert	do		600 00	
A. Dupuis	do		600 00	
F. J. George	do		600 00	
T. Cuddie	do		490 00	
W. Lamb	do		435 00	
M. J. Egan	do		435 00	
J. N. Favreau	do	to 8th April, 1887 (dismissed)	311 89	
J. N. Larue	do		420 00	
J. T. Bedard	do		420 00	
M. Fagan	do		420 00	
J. Barrow	do		420 00	
N. Marion	do		412 50	
A. Pegg	do	to 31st January, 1887 (transferred to Department of Interior)	237 50	
H. H. Duggan	do	(less fine)	403 95	
E. T. Edwards	do		382 50	
R. Fair	do		375 00	
W. H. Murphy	do	(less fine)	359 00	
				9,922 34
W. J. H. Pearce	Temporary Letter Carrier, from 1st December, 1886		210 00	
F. X. Gireux	do	from 26th January, 1887	155 79	
J. O. Noel	do	from 31st do	150 96	
J. O. Bell	do	from 2nd February, 1887	148 93	
J. I. Fair	do	from 3rd do	147 86	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		$ cts.	$ cts.	$ cts.
	OTTAWA POST OFFICE—*Concluded.*			
F. A. Schultz	Temporary Letter Carrier from 4th February, 1887	146 78		
W. Ruske	do from 30th April, 1887	61 00	1,021 32	
W. Darcy	Letter Collector	600 00		
W. Goodwin	do	600 00	1,200 00	
H. Duggan	Messenger	570 00		
T. A. Pirrie	do	360 00	930 00	
	Total, Ottawa Post Office			41,730 27
	TORONTO POST OFFICE.			
T. C. Patteson	Postmaster	3,000 00		
J. Carruthers	Assistant Postmaster	2,000 00	5,000 00	
J. H. Davis	1st Class Clerk	1,400 00		
A. Cooper	do	1,200 00		
J. Moerschfelder	do	1,500 00		
A. Corke	do to 30th September, 1886 (superannuated)	300 00		
A. G. Thompson	do	1,200 00		
R. W. Riddell	do	1,200 00	6,800 00	
A. Harstone	2nd do	1,200 00		
H. F. Falkiner	do	1,200 00		
W. Loudon	do	1,200 00		
R. E Chadd	do	1,200 00		
B. Bascom	do	1,200 00		
B. M. Armstrong	do	1,200 00		
J. Monaghan	do	1,200 00		
B. Langley	do	1,200 00		
R. Hassard	do	1,000 00		
A. Beatty	do	1,000 00		

A. T. Middleton		do		950 00	
W. Macpherson		do		900 00	
					13,450 00
J. Gorman	3rd	do		800 00	
A. Curran		do		800 00	
W. H Douglas		do		800 00	
J. Dunbar		do		800 00	
H. S. Allen		do		800 00	
J. Callaghan		do		800 00	
J. H. Scott		do		800 00	
H. Boulter		do		770 00	
W. Bonnick		do		720 00	
R. Thompson		do		670 00	
R. A. Aymong		do		620 00	
G. A. Thomas		do		580 00	
M. E. Hynes		do		590 00	
W. J. Newall		do		560 00	
J. R. Fraser		do		560 00	
J. Aikins		do		560 00	
J. Wright		do		560 00	
A. E. Beatty		do		560 00	
J. A. D. Riddell		do	to 30th April, 1887 (deceased); also on leave of absence without salary from 1st July to 31st August, 1886	346 67	
A. Pinel		do	to 31st January, 1887 (dismissed)	303 33	
W. E. Lemon		do		520 00	
M. Macdonald		do		510 00	
M. Boyd		do		510 00	
J. K. Johnstone		do		510 00	
W. Arthurs		do	to 4th August, 1886 (resigned)	45 16	
J. Rutherford		do		510 00	
J. Grandfield		do		520 00	
A. McIntyre		do		710 00	
W. Riddell		do		510 00	
R. A. Pridham		do	to 31st October, 1886 (transferred to Montreal Post Office)	160 00	
J. Kirkpatrick		do		520 00	
R. Pridham		do		800 00	
J. S. Boddy		do		500 00	
C. E. Smith		do		480 00	
H. A. Dwyer		do		480 00	
R. F. Durham		do		480 00	
J. R. Briggs		do		480 00	
W. Sparks		do		480 00	
T. H. McCandless		do		460 00	
W. A. Hynes		do		460 00	
E. Spencer		do		480 00	
T. Patterson		do	to 30th September, 1886 (transferred to Toronto Division)	110 00	
T. Gill		do		450 00	
J. A. Whiteside		do		440 00	
J. Stoddard		do		640 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	TORONTO POST OFFICE—*Continued.*	$ cts.	$ cts.	$ cts.
J. Huggard	3rd Class Clerk	430 00		
W. G. Milligan	do	430 00		
W. A. McCague	do	420 00		
J. Gillies	do from 1st November, 1886 (transferred from Montreal Post Office)	533 33		
S. Herst	do	410 00		
J. L. Watkins	do	640 00		
J. Anderson	do	420 00		
G. Booth	do	420 00		
E. Westman	do from 5th July, 1886	395 69		
G. Pollock	do from, and Letter Carrier to, 1st August, 1886	420 00		
D. Lockyer	do from 27th August, 1886	338 71		
R. Sparks	do Probationary from, and Letter Carrier to, 1st October, '86; (on leave of absence without salary from 5th to 30th June, 1887)	426 77		
W. W. Thompson	do do from 4th October, 1886, to 12th April, 1887 (resigned)	210 10		
L. J. Saulter	do do from 11th October, 1886	289 24		
J. McCandless	do do from, and Letter Carrier to, 1st January, 1887	475 00		
W. H. Canniff	do do from 4th February, 1887	163 10	31,187 10	
C. W. James	Temporary Clerk, from 9th February, '87; also from 16th December, '86, to 15th January, '87.	190 48		
J. A. Austin	do from 16th December, 1886, to 15th January, 1887	33 34		
F. H. Campbell	do do do do	33 34		
C. Cross	do do do do	33 34		
F. W. Spink	do do do do	33 34		
F. C. Oxenham	do do do do	33 34		
A. Martin	do from 15th June, 1887	17 78		
A. McGee	do do	17 78		
T. D. Gould	do from 16th June, 1887	16 67	409 41	
J. Clode	Letter Carrier	600 00		
W. Foster	do	600 00		
A. Packman	do	600 00		
C. Reeves	do	600 00		
W. Kenny	do	600 00		
J. Barnes	do	600 00		
M. Coffey	do	600 00		
T. Curley	do	600 00		

J. H. Weatherbee	do		600 00
G. Yates	do		600 00
J. Williams	do		600 00
J. Stewart	do		600 00
W. Sargent	do		600 00
M. Sullivan	do	to 31st March, 1887 (transferred to Toronto Division)	450 00
C. N. Moore	do		600 00
C. Culross	do		600 00
J. R. Cuthberson	do		600 00
E. Murphy	do		530 00
T. Beale	do		522 50
J. Marks	do		555 00
J. Crawford	do		515 00
T. Berney	do		507 50
R. Hodgins	do		507 50
R. Jamieson	do		507 50
J. Askin	do		490 00
J. Gordon	do		475 00
W. Kimber	do		467 50
R. Gardiner	do		467 50
D. Flack	do		427 50
R. Durstan	do		427 50
W. S. Parry	do		420 00
A. C. Jackson	do		420 00
R. Loudon	do		420 00
R. Kirkpatrick	do		420 00
C. Kennedy	do		420 00
B. Bowell	do		420 00
J. H. Watson	do		420 00
A. H. Meadows	do		420 00
F. Kirk	do		420 00
W. H. Langstone	do		420 00
S. Reid	do		420 00
C. E. Swait	do		420 00
W. R. Woodcock	do		420 00
T. Haycock	do		420 00
W. J. Platt	do		412 50
A. McKenzie	do		405 00
H. T. King	do		405 00
H. R. Atkinson	do		397 50
Thos. Smith	do		397 50
D. R. Ternent	do	to 31st December, 1886 (resigned)	195 00
W. J. Manley	do		397 50
R. Weir	do		390 00
W. C. McNair	do		390 00
Theo. Smith	do		390 00
G. Ellis	do		390 00
E. Meadows	do	(suspended 9 days in March, 1887)	380 56
J. Butler	do		390 00

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	TORONTO POST OFFICE—*Concluded.*	$ cts.	$ cts.	$ cts.
J. A. Baxter	Letter Carrier.	390 00		
A. McMordie	do	390 00		
J. A. Ingram	do	390 00		
W. Cummins	do	382 50		
F. F. Hyatt	do	397 50		
J. Reid	do	375 00		
N. A. Goad	do	375 00		
J. Pretty	do	367 50		
G. Hurst	do	367 50		
H. R. Allen	do	367 50		
J. Rodgers	do	360 00		
H. A. Ashmead	do	390 00		
G. Thompson	do	330 00		
A. W. Rupert	do (suspended, 27th August to 30th September, 1886)	360 00		
R. Mitchell	do	360 00		
J. Knowlton	do	360 00		
W. Burns	do	315 48		
J. Wood	do from 16th August, 1886	251 61		
J. Galbraith	do from 20th October, 1886	249 67		
R. A. Grainger	do from 1st January, 1887; also temporary Letter Carrier from 22nd October, 1886	147 54		
E. Stewart	do from 18th January to 14th June, 1887 (resigned)	195 49		
B. Spicer	do from 1st January, 1887; also temporary Letter Carrier from 16th December, 1886	165 00		
J. H. Spence	do from 15th February, 1887; also temporary Letter Carrier from 16th December, 1886, to 15th January, 1887		34,947 85	
J. W. Adam	Temporary Letter Carrier, from 16th December, 1886, to 15th January, 1887	30 00		
A. Dey	do do do do	30 00		
R. Reynolds	do do do do	30 00		
W. D. Moore	do do do do	30 00		
F. Richards	do from 1st May, 1887	60 00		
		520 00	180 00	
R. Kirk	Porter	420 00		
J. Parrett	do	420 00		
R. H. G. Hutty	do	520 00		
J. W. Reynolds	do (office keeper)		1,880 00	

BRANCH POST OFFICES.				
F. Johnston	Postmaster, Bathurst Street	360 00		
E. Newton	do Bleecker do from 7th December, 1886	136 12		
A. Jeffrey	do Carlton do	360 00		
A. Hudgin	do Dundas do from 7th December, 1886	136 12		
W. C. Price	do Queen do	240 00		
J. Reading	do Spadina Avenue, from 7th December, 1886	136 12		
			1,368 36	
	Total, Toronto Post Office			95,222 72
WINDSOR POST OFFICE.				
A. Wigle	Postmaster	1,400 00		
F. X. Meloche	Assistant Postmaster	1,100 00		
			2,500 00	
W. A. Conway	2nd Class Clerk	950 00		
			950 00	
A. C. Langlois	3rd do (less fine)	769 00		
E. O'Connor	do	770 00		
E. R. Wagner	do	590 00		
M. Wagner	do	590 00		
M. W. Nesbitt	do	560 00		
A. Ruthvan	do	560 00		
P. Egan	do	570 00		
P. J. McHugh	do	520 00		
C. Benglet	do	520 00		
P. Belleperche	do (less fine)	438 00		
			5,887 00	
W. Rockford	Temporary Clerk	400 00		
J. F. Askin	do	400 00		
J. Barnett	do	400 00		
N. C. McCarthy	do	400 00		
			1,600 00	
R. Mitchell	Porter	420 00		
			420 00	
J. Jeffers	Messenger	420 00		
			420 00	
	Total, Windsor Post Office			11,777 00
OCEAN MAIL SERVICE.				
W. F. Bowes	1st Class Clerk	1,000 00		
S. T. Green	do	1,000 00		
J. Ferguson	do	1,000 00		

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	OCEAN MAIL SERVICE—*Concluded.*	$ cts.	$ cts.	$ cts
J. O'Hara	1st Class Clerk	1,000 00		
F. H. Mickleburgh	do	800 00		
F. P. Bent	do	800 00		
J. C. Strange	do	600 00		
			6,200 00	
	Total, Ocean Mail Service			6,200 00
	Balances of Salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)			41,703 17
				477,048 89
	LESS—Proportion of salaries transferred to Quebec—			
	Of Ottawa Inspector, Staff and Railway Mail Clerks		3,614 25	
	Of Ocean Mail Clerks		1,714 03	
				5,328 28
	Total			$471,720 61

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, A.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
105 30	Aberarder	39 00		
69 49	Aberdeen	24 00		
79 67	Aberdour	28 00		
73 00	Aberfeldy	20 00		
149 80	Aberfoyle	60 00		
69 57	Abingdon	26 00		
36 08	Aboyne	16 00		
1,804 11	Acton	560 00		80 00
25 83	Adare	16 00		
108 16	Addison	40 00		
144 55	Adelaide	56 00		
79 94	Admaston	36 00		
165 51	Adolphustown	60 00	16 00	
170 02	Agincourt	60 00		
22 75	Ahmic Harbor	12 00		
12 00	Ahmic Lake	12 00		
1,075 84	Ailsa Crraig	458 00		40 00
21 00	Airlie	16 00		
50 91	Air Line Junction	16 00		
17 09	Albert	12 00		
60 95	Alberton	27 50		
1,124 35	Albion	360 00	36 00	40 00
20 16	Albuna	11 50		
18 00	Albury	12 00		
60 00	Aldboro'	34 00		
110 94	Aldershot	36 00		
2,039 81	Alexandria	480 00	100 00	60 00
454 57	Alfred	170 00		
185 40	Algoma Mills	40 00		
118 04	Algonquin	34 50		
166 02	Allanburg	80 00		
600 07	Allandale	240 00	10 00	
151 67	Allan Park	70 00	12 00	
63 79	Allan's Mills	32 00		
89 48	Allansville	47 50		
419 49½	Allenford	150 00	12 00	
79 41	Allenwood	36 00		
41 84	Allisonville	30 00		
2,490 05	Alliston	720 00	8 00	120 00
19 37	Alloa	14 00		
6 10	Allsaw	11 50		
306 81	Alma	120 00		
206 30	Almira	80 00		
4,521 15	Almonte	1,200 00	60 00	196 66
161 27	Alport	54 50		
22 06	Alsace	12 00		
97 50	Alsfeldt	31 50		
11 96	Althorpe	12 00		
556 17	Alton	207 50		
82 59	Altona	42 00		
16 62	Alvanley	11 50		
1,414 30	Alvinston	500 00		60 00
43 65	Amaranth Station	16 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
214 71	Amberley	90 00	12 00	
223 91	Ameliasburg	100 00		
2,022 41	Amherstburg	700 00	80 00	
17 92½	Amiens	12 00		
164 93	Amigara	80 00		
106 52	Amulree	36 00		
626 48	Ancaster	280 00		
61 99½	Anderson	31 00		
704 52	Angus	240 00		
169 13	Annan	95 00		
27 30	Ansonia	12 00		
75 98	Anten Mills	30 00		
21 55	Antioch	12 00		
88 24	Antrim	32 00		
511 21	Appin	150 00	12 00	
54 74	Appleby	24 00		
34 58	Appledore	20 00		
143 78	Apple Hill	20 00		
189 18	Appleton	80 00		
248 93	Apsly	100 00	21 00	
52 92	Apto	22 00		
33 87	Archer	12 00		
181 60	Archville	36 00		
15 72	Ardagh	11 50		
248 71	Arden	100 00		
80 05	Ardoch	28 00		
35 19	Ardtrae	18 00		
99 74	Argyle	30 00		
72 28	Arkell	28 00		
955 81	Arkona	358 50		40 00
152 56	Arkwright (*including arrears)	80 00	*5 00	
25 79	Arlington	20 00		
66 91	Armadale	20 00		
122 82	Armow	50 00		
10 28	Armstein (from 1st Sept., 1886)	5 83		
24 43	Armstrong's Mills	12 00		
21 24	Arner	12 00		
114 48	Arnott	40 00		
3,265 92	Arnprior	1,000 00	120 00	140 00
1,728 96	Arthur	520 00		80 00
140 12	Arva	90 00	28 00	
51 11	Ash	20 00		
182 52	Ashburn	80 00		
27 96	Ashdad	11 50		
120 75	Ashdown	80 00	4 00	
58 43	Ashgrove	34 00		
44 29	Ashley (*1 Quarter; discontinued)	20 00	*6 00	
255 27	Ashton	90 00	16 00	
19 17	Ashworth (from 1st Dec., 1886)	3 33		
252 45	Askin	100 00		
112 00	Aspdin	38 50		
35 19	Atha	20 00		
124 60	Atherley (*2 Quarters; discontinued)	50 00	*6 00	
13 96	Atherton	12 00		
88 10	Athlone	40 00		
114 18	Athol	60 00	8 00	
128 86	Attercliffe	48 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission of percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
110 09	Attercliffe Station	46 00	8 00	
521 00	Atwood	195 00	16 00	
408 24	Auburn	115 00		
50 00	Audley	23 00		
55 48	Aughrim	36 00		
35 48	Auguston	10 00		
643 24	Aultsville	240 00	8 00	
2,231 75	Aurora	640 00	36 00	100 00
366 28	Avening	147 50		
101 12	Avon	42 00		
40 66	Avonbank	18 00		
333 11	Avonmore	78 00		
21 89	Avonroy	12 00		
116 20	Avonton	43 00		
24 18	Axe Lake	12 00		
3,463 35	Aylmer, West	900 00	40 00	160 00
2,185 86	Ayr	640 00		100 00
926 07	Ayton	280 00		
10 92	Baby's Point	12 00		
39 09	Baddow	16 00		
912 40	Baden	190 00	40 00	
124 51	Badjeros	47 50		
52 03	Bagot	34 50		
301 10	Bailieboro'	96 00		
85 10	Bainsville	24 00		
107 83	Bala	32 00	6 00	
122 76	Balderson	48 00		
51 37	Baldoon	14 50		
91 45	Baldwin	28 50		
21 38	Balfour	12 00		
103 50	Ballantrae	40 00		
24 73	Ballantyne's Station	12 00		
169 19	Ballinafad	63 00		
18 64	Ballinvilla	16 00		
118 00	Ballycroy	40 00		
81 00	Ballyduff	40 00		
22 55	Ballymote	16 00		
68 62	Balmoral	30 00		
83 66	Balsam	30 00		
12 40	Balsam Grove (from 1st July, 1886)	7 50		
5 09	Balsam Hill (from 1st Jan., 1887)	2 50		
15 69	Balsam Lake	12 00		
254 95	Baltimore	100 00		
48 33	Bamberg	18 00		
9 00	Bambury	11 50		
188 74	Bancroft	80 00	6 00	
79 55	Banda	50 00		
10 54	Bandon (closed 31st December, 1886)	8 50		
26 43	Banks	18 00		
90 87	Bannockburn	40 00		
49 77	Barb (from 1st June, 1886)	30 00		
7 02	Bardolph	23 00		
25 49	Bardsville	12 00		
159 88	Bark Lake	47 50		
14 83	Barkway	12 00		
45 04	Barnett	16 00		

A. IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
46 80	Barrett	20 00		
9,179 58	Barrie (*discontinued 31st Oct., 1886)	2,200 00	160 00	*87 58
87 13	Barriefield	40 00		
16 96	Barrie Island	16 00		
18 84	Bar River	11 50		
75 12	Barry's Bay	36 00		
61 75	Bartonville	30 00		
53 50	Basin Depot	23 00		
28 54	Basingstoke	16 00		
616 79	Bath	220 00	50 00	
86 16	Batteau	40 00		
114 12	Battersea	42 00		
37 96	Battie's Corners	16 00		
2 50	Battle Hall (from 1st Jan., 1887)	2 50		
434 85	Bayfield	220 00		
81 21	Bayham	50 00		
40 17	Bayside	20 00		
289 71	Baysville (*including arrears)	115 00	*15 00	
64 76	Bayview	24 00	12 00	
490 53	Beachburg	175 00	16 00	
319 63	Beachville	150 00		
56 53	Beaconsfield	20 00		
55 22	Bealton (re-opened 1st May, 1886)	9 17		
1,004 20	Beamsville	380 00	48 00	40 00
213 07	Bear Brook	80 00	16 00	
46 00	Beatrice	22 50	10 00	
137 16	Beaumaris	33 00		
1,663 27	Beaverton	480 00		60 00
43 50	Becher	16 00		
11 38	Beckstead	12 00		
102 26	Bedford Mills	50 00		
47 00	Beech Lane	16 00		
10 90	Beechmount (from 1st May, 1886)	9 16		
55 18	Beechwood	30 00		
1,024 66	Beeton	400 00		40 00
24 91	Beggsboro'	20 00		
137 00	Belfast	60 00	30 00	
42 31	Belford (5 Quarters)	24 00		
127 52	Belfountain	55 00		
516 59	Belgrave (3 Quarters)	135 00	9 00	
193 99	Belhaven	78 00		
388 36	Belle River	147 50		
14,388 81	Belleville (salaries and expenses entered elsewhere)			
341 52	Belleville Station (*including arrears)	*77 00		
26 89	Bellevue (closed 8th Nov., 1886)	8 56		
111 35	Bell Ewart	50 00		
61 38	Bellrock	20 00		
139 86	Bell's Corners	59 00		
579 24	Bellmount	175 00		
215 43	Belmore	96 00		
66 27	Belton	24 00		
443 89	Belwood	191 00	16 00	
36 32	Bendale	15 00		
137 00	Benmiller	36 00		
60 39	Bennie's Corners	20 00		
43 53	Bennington	20 00		

A, IN REPORT No. 3. A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
47 85	Bensfort	24 00		
123 84	Berkeley	48 00	6 00	
6,453 78	Berlin	1,660 00	400 00	
47 65½	Berriedale (closed 30th June, re-opened 1st Dec., 1886)	21 00		
30 35	Berryton	12 00		
375 63	Bervie	150 00		
152 00	Berwick	63 00		
492 99	Bethany	260 00		
103 54	Bethel (from 1st June, 1886)	8 33		
80 06	Bethesda	28 00		
18 60	Beveridge's Bay (closed 18th Aug., 1886)	9 16		
110 00	Bewdley	33 00		
32 85	Bexley	18 00		
26 00	Big Fork	16 00		
43 59	Big Lake	12 00		
24 44	Big Point	12 00		
75 17	Big Springs	22 00		
188 31	Billing's Bridge	69 43		
247 93	Binbrook	95 00		
28 79	Bingham Road	16 00		
14 13	Binkham	16 00		
43 12	Birdsalls	19 00		
43 90	Bird's Creek	14 50		
48 25	Birmingham	19 00		
31 24	Birnam	20 00		
96 96	Birr	50 00	15 50	
1,299 61	Biscotasing	471 43		
196 69	Bishop's Mills	60 00		
43 99	Bismarck	16 00		
218 46	Bissett's Creek	60 00		
285 63	Black Bank	57 50		
11 00	Blackburn	10 00		
108 50	Black Creek	40 00		
56 22	Black Heath	16 00		
31 44	Black River Bridge	18 00		
14 06	Black's Corners	11 50		
21 54	Blackwater (from 1st Feb,, 1887)	1 66		
311 14	Blair	117 50		
17 75	Blairhampton	12 00		
127 25	Blairton	50 00		
142 53	Blake	59 00		
115 56	Blakeney	35 00		
305 29	Blandford Station	20 00		
86 31	Blantyre	28 00		
1,873 43	Blenheim	660 00	160 00	100 00
26 64	Blessington (re-opened 1st July, 1886)	7 50		
126 99	Blind River	40 00		
509 46	Bloomfield	157 50		
158 74	Bloomingdale	64 00		
78 09	Bloomington	36 00		
89 62	Bloomsburg	31 50		
493 00	Bluevale	160 00		
1,386 84	Blyth	460 00	36 00	60 00
67 54	Blythewood	36 00		
1,413 37	Bobcaygeon	440 00	48 00	60 00
44 84	Bogart	20 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
139 34	Bognor	50 00		
8 39	Bolingbrooke	11 50		
137 00	Bolsover	50 00		
38 22	Bomanton	20 00		
395 38	Bondhead	160 00		
173 13	Bongard's Corners	48 00		
3 24	Bonnechère	12 00		
93 93	Bookton	36 00		
137 60	Bornholm	70 00		
29 40	Bornish	20 00		
15 20	Borromée	11 50		
29 42	Boskung	12 00		
104 26	Boston	46 00		
44 55	Boston Mills	31 50		
83 18	Bosworth (*from 1st July, 1886)	24 00	*9 00	
37 00	Botany	15 00		
1,625 23	Bothwell	600 00	60 00	80 00
90 00	Bouck's Hill	24 00	6 00	
72 78	Boulter	30 00	8 00	
43 00	Bourdeau	12 00		
56 94	Bowesville	28 00		
35 84	Bowling Green	16 00		
4,859 06	Bowmanville	1,360 00	160 00	240 00
55 06	Boxgrove	28 00		
68 51	Boyne (*including arrears)	*30 50		
2,653 07	Bracebridge	900 00	150 00	160 00
21 33	Bracenrig	15 00		
91 24	Bracondale	23 00		
1,762 03	Bradford	540 00		80 00
15 20	Bradley	11 50		
44 31	Bradshaw	16 00		
9 72	Brae Lake	11 50		
20 06	Braemar	32 00		
208 76	Braeside	60 00		
43 42	Bramley	30 00		
4,959 96	Brampton	1,380 00	20 00	200 00
183 23	Branchton	80 00		
46 45	Brandy Creek	22 00		
22,025 52	Brantford	4,000 00	400 00	
11 62	Bray's Crossing	11 50		
23 34	Breadalbane	16 00		
357 94	Brechin	157 50		
101 33	Brentwood	40 00		
201 00	Breslau	80 00	20 00	
49 34	Brewer's Mills	30 00	6 00	
33 75	Brewster	18 00		
121 52	Brickley	23 00		
84 09	Bridge End	36 00		
88 45	Bridgenorth	32 00		
364 09	Bridgeport	80 00		
307 42	Bridgewater	132 00	24 00	
1,055 47	Brigden	400 00	4 00	40 00
505 25	Bright	200 00	80 00	
2,080 10	Brighton	600 00	150 00	80 00
20 65	Brightside	12 00		
101 33	Brinsley	40 00		
146 00	Brinston's Corners	60 00		

A. IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts		$ cts.	$ cts.	$ cts.
36 07	Brisbane	24 00	4 00	
48 63	Britannia	30 00		
94 06	Briton	36 00		
39 77	Broadbent	20 00		
396 52	Brockton	67 50		
12,436 54	Brockville (*including arrears)	*3,518 50	480 00	
98 01	Brodhagen	20 00		
79 17	Brodie	20 00		
52 53	Bronson	19 00		
157 33	Bronte	94 00		
9 98	Brook	10 00		
110 50	Brookfield Station	36 00		
64 45	Brookholm	30 00	4 00	
685 90	Brooklin	260 00		
134 91	Brooksdale	57 50		
14 57	Brotherston	11 50		
332 68	Brougham	115 00	16 00	
36 00	Brouseville	16 00		
41 12	Brown Hill	11 50		
315 06	Brownsville	130 00		
345 33	Brucefield	140 00	12 00	
444 12	Bruce Mines	200 00	20 00	
211 75	Brudenell	80 00		
40 08	Brunner	16 00		
8 78	Brunswick	11 50		
2,741 24	Brussels	800 00	24 00	120 00
82 18	Bryanston	36 00		
26 00	Bulger	12 00		
118 99	Bullock's Corners	47 00		
56 72	Bunessan	24 00		
57 20	Bunyan	24 00		
538 60	Burford	200 00	24 00	
295 71	Burgessville	120 00	20 00	
150 28	Burgoyne	60 00		
98 48	Burketon Station	11 50		
793 94	Burk's Falls	100 00	40 00	
50 00	Burk's Headquarters (4 months to 31st May, 1885)	20 00		
21 98	Burleigh	12 00		
225 48	Burleigh Falls	34 00		
946 74	Burlington	360 00	12 00	40 00
543 71	Burlington Beach	52 50		
43 53	Burnaby	11 50		
59 15	Burnbrae	24 00	6 00	
123 61	Burnhamthorpe	48 50		
62 28	Burnley	20 00		
58 80	Burns	27 00		
122 71	Burnstown	48 00		
73 64	Burnt River	24 00		
322 32	Burritt's Rapids	126 00		
30 04	Burtch	10 00		
34 33	Burton	16 00		
23 51	Bury's Green	11 50		
34 12	Bushfield	16 00		
19 79	Bush Glen	11 50		
105 94	Buttonville	40 00		
136 26	Button	63 00		
99 90	Byng	34 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
126 46	Byng Inlet	95 00		
135 08	Byng Inlet, North	32 50		
7 61	Byrnedale	11 50		
88 39	Byron	40 00		
114 57	Cadmus	36 00		
75 37	Cæsarea	24 00		
2 00	Cahore (from 1st March, 1887)	0 83		
206 49	Cainsville	64 00		
187 55	Caintown	45 00		
64 19	Cairngorm	24 00		
19 10	Caistor Centre	11 50		
132 32	Caistorville	50 00		
288 31	Calabogie	55 00		
27 25	Calder	12 00		
98 50	Calderwood	17 50		
40 75	Caldwell	20 00		
156 03	Caldwell's Mills	40 00		
349 82	Caledon	120 00		
495 75	Caledon, East	157 50	16 00	
1,384 56	Caledonia	440 00	50 00	60 00
225 30	Caledonia Springs	120 00		
199 48	Callender	105 00		
48 94	Calton	20 00		
55 21	Camborne	24 00		
379 27	Cambray	160 00		
352 34	Camden, East	135 00	40 00	
126 35	Cameron	40 00		
189 98	Camerontown	63 00	12 00	
116 95	Camilla	50 00	6 00	
405 24	Camlachie	160 00		
3,093 61	Campbellford	800 00		120 00
79 51	Campbellcroft	11 50		
151 60	Campbell's Cross	60 00		
76 00	Campbellton (5 Quarters)	37 50		
217 63	Campbellville	80 00		
256 00	Campden	90 00	8 00	
34 50	Canaan	16 00		
25 51	Canard River	15 00		
187 80	Canboro'	70 00		
36 12	Candasville	28 00		
252 26	Canfield	112 00	16 00	
85 00	Cannamore	34 00		
138 81	Cannifton	60 00		
139 78	Canning	60 00		
1,590 93	Cannington	500 00	48 00	60 00
92 42	Canton	44 00		
30 44	Cape Chin	14 50		
58 23	Cape Croker	20 00		
27 32	Cape Rich	18 00		
6 61	Carden (re-opened 1st Nov., 1886)	4 16		
1,014 53	Cardinal	350 00	12 00	40 00
67 78	Cardwell	40 00		
313 80	Cargill	97 50		
66 76	Carholme	24 00		
3,792 94	Carleton Place	1,000 00		160 00
18 58	Carling	12 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
$ cts.		$ cts	$ cts.	$ cts.
90 62	Carlingford	39 00		
182 00	Carlisle	74 00		
119 35	Carlow	50 00		
93 18	Carlsruhe	50 00		
101 00	Carlton, West	40 00		
96 44	Carluke	40 00		
13 00	Carmanville (from 1st July, 1886)	7 50		
25 03	Carmunnock	14 00		
15 76	Carnarvon	12 00		
387 04	Carp	117 50	16 00	
68 12	Carrville	30 00		
24 75	Carsonby	11 50		
30 22	Carswell	12 00		
15 26	Carterton	12 00		
114 02	Carthage	40 00	6 00	
388 88	Cartier (*including arrears)	*59 54		
376 77	Cartwright	160 00		
61 18	Cashel	24 00		
48 46	Cashion's Glen	20 00		
89 00	Cashmere	32 00		
43 58	Cashtown	30 00		
96 79	Cass Bridge	29 50		
52 20	Cassburn	24 00		
64 67	Cassel	28 00		
494 20	Casselman	112 50		
10 62	Castile	13 50		
71 00	Castlederg	28 00		
50 63	Castleford	20 00		
35 41	Castlemore	20 00		
370 91	Castleton	160 00		
223 50	Cataract	69 00		
234 12	Cataraqui	90 00		
144 87	Cathcart	50 00		
139 58	Cavan	57 50		
1,272 44	Cayuga	400 00	50 00	40 00
16 36	Cecebe	12 00		
474 95	Cedar Dale	200 00		
109 33	Cedar Grove	49 00		
29 48	Cedar Hill	16 00		
14 25	Cedar Mills	13 00		
300 31	Cedar Springs	100 00		
109 47	Cedarville	50 00		
262 00	Centralia	100 00	16 00	
16 15	Centre Augusta	12 00		
60 47	Centreton	24 00		
268 63	Centreville	100 00	20 00	
22 54	Chaffey's Locks	12 00		
185 07	Chalk River	82 50		
30 95	Chambers	16 00		
19 46	Chandos	12 00		
37 12	Chantry	20 00		
783 65	Chapleau (from 1st July, 1886)	7 50		
64 56	Chapman	24 00	8 00	
36 52	Chard	20 00		
392 59	Charing Cross	140 00	120 00	
29 19	Charlecote	12 00		
22 63	Charleston	12 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
18 58	Charleville	12 00		
66 00	Charlinch (*including arrears)	*58 33	4 00	
12,353 85	Chatham	3,200 00	240 00	
759 39	Chatsworth	240 00	56 00	
16 24	Chatterton	11 50		
328 80	Cheapside	137 50		
70 49	Cheddar	32 00		
205 53	Cheltenham (3 Quarters)	72 50		
187 00	Chepstowe	64 00		
27 68	Cherry Grove	16 00		
153 40	Cherry Valley	60 00		
76 51	Cherrywood	32 00		
1,990 02	Chesley	580 00		80 00
140 38	Chesterfield	78 00		
1,077 45	Chesterville	320 00	4 00	40 00
11 18	Chetwynd	11 50		
163 22	Chevalier	70 00		
17 18	Cheviot	16 00		
728 25	Chippawa	345 00		40 00
141 92	Chippawa Hill	50 00		
54 72	Chiselhurst	22 00		
40 18	Chisholm	16 00		
18 09	Christie (from 1st June, 1886)	8 33		
18 50	Christie's Corners	11 50		
43 18	Christina	16 00		
217 50	Churchill	66 50		
75 32	Churchville	34 50		
140 00	Chute à Blondeau	50 00		
113 45	Clachan	39 00		
94 58	Clanbrassil	29 50		
219 37	Clandeboye	96 00	16 00	
35 27	Clanricarde	11 50		
473 55	Claremont	190 00		
315 45	Clarence	104 00	24 00	
388 51	Clarence Creek	120 00		
66 87	Clarendon Station	24 00	30 00	
9 48	Clareview	12 00		
288 00	Clarke	140 00		
642 46	Clarksburg	250 00	48 00	
71 50	Clarkson	28 00		
152 45	Claude	80 00		
131 23	Clavering	40 00		
142 21	Clayton	70 00		
339 12	Clear Creek	100 00	6 00	
168 77	Clearville	80 00		
47 43	Clevelands	20 00		
998 65	Clifford	400 00	90 00	60 00
4,391 64	Clinton	1,200 00	80 00	180 00
27 50	Clontarf	11 50		
91 73	Clover Hill (5 Quarters)	70 00		
209 81	Cloyne	63 00	12 00	
87 06	Clyde	44 00		
31 35	Clydesdale	19 00		
98 38	Cobble Hill	19 00		
790 02	Cobden	240 00		
278 00	Coboconk	120 00	24 00	
6,955 81	Cobourg	1,880 00	240 00	

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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
117 00	Cockburn Island	100 00		
164 88	Codrington	70 00		
306 39	Coe Hill Mines	123 71		
71 66	Colbeck	24 00		
1,986 83	Colborne	600 00	240 00	80 00
110 83	Colchester	46 00		
121 40	Cold Springs	54 00		
122 87	Coldstream	44 00		
683 94	Coldwater	215 00		
202 99	Colebrook	50 00	20 00	
38 07	Cole Lake	15 00		
212 71	Coleman	33 00		
32 90	Colenso	16 00		
52 60	Coleraine	23 00		
17 75	Cole's Corners	18 00		
51 22	Colgan	28 00		
47 65	Colinville	26 00		
5,372 99	Collingwood (* including arrears)	1,420 00	*290 00	240 00
150 55	Collin's Bay	56 00		
78 13	Collin's Inlet	28 00		
131 24	Colpoy's Bay	60 00	30 00	
40 00	Colquhoun	12 00		
318 49	Columbus	120 00		
26 40	Colwell	16 00		
916 11	Comber	335 00	32 00	40 00
262 27	Combermere	87 50	6 00	
67 03	Comet	30 00		
175 17	Commanda	60 00	4 00	
26 22	Conboyville	16 00		
81 25	Concord	40 00		
224 42	Conestogo	79 00		
17 11	Coningsby	12 00		
77 00	Conn	28 00		
28 56	Connaught	14 00		
58 25	Connor	28 00		
21 80	Conroy	20 00		
450 62	Consecon	170 00	12 00	
173 57	Constance	64 00		
70 59	Conway	30 00		
838 93	Cookstown	360 00	12 00	40 00
294 68	Cooksville	114 00		
41 27	Cooper	16 00		
92 27	Cooper's Falls	30 00	4 00	
53 20	Copenhagen	28 00		
247 99	Copetown	77 50		
207 07	Copleston	76 00		
61 36	Corbett	24 00		
169 69	Corbetton	38 00		
194 15	Corbyville	50 00		
286 13	Corinth	80 00		
125 91	Cornell	60 00		
7,465 29	Cornwall	1,800 00	100 00	
41 52	Cornwall Centre	16 00		
196 42	Corson's Siding	37 50	10 00	
188 26	Corunna	80 00		
27 57	Corwhin	12 00		
38 64	Cotswold	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
345 18	Cottam	120 00	6 00	
17 37	Cottesloe	11 50		
45 00	Coulson	18 00		
58 43	Courtice	30 00		
505 96	Courtland	135 00		
582 52	Courtright	220 00	12 00	
56 82	Coventry	30 00		
23 43	Coverley	11 50		
68 07	Cowal	30 00		
140 98	Craighurst	60 00		
34 93	Craigie Lea	12 00		
55 12	Craigleith	30 00		
28 51	Craigsholm	20 00		
226 73	Craigvale	90 00		
28 28	Crampton	16 00		
313 26	Cranbrook	120 00		
40 71	Cranston	16 00		
9 88	Cranworth	11 50		
66 72	Crawford	24 00		
231 13	Credit	80 00		
152 53	Credit Forks	60 00		
556 39	Creditorn	180 00		
101 80	Creek Bank (*including arrears)	*33 00		
888 25	Creemore (*from 1st July, 1886)	315 00	*30 00	
37 15	Creighton	16 00		
84 36	Cressy	23 00		
199 09	Creswell	60 00		
11 27	Crewe (from 1st May, 1886)	9 17		
51 22	Crieff	24 00		
87 90	Crinan	32 00		
37 61	Crofton	24 00		
212 23	Cromarty	100 00		
51 00	Cross Hill	50 00		
63 00	Crossland	24 00		
52 83	Croton	24 00		
19 22	Crow Bay	11 50		
67 60	Crowland	24 00		
92 09	Crown Hill	31 00		
59 21	Croydon	24 00		
36 06	Cruickshank	16 00		
108 95	Crumlin	28 00		
340 43	Crysler	127 50		
210 12	Culloden	80 00		
3 70	Cullton (from 1st Nov., 1886)	4 17		
162 44	Cultus	34 50		
451 82	Cumberland	147 50		
89 24	Cumming's Bridge	40 00		
119 88	Cumminsville	40 00		
65 99	Cumnock	42 00		
192 48	Curran	90 00		
84 09	Currie's Crossing	32 00		
37 39	Curry Hill	20 00		
57 21	Cushendall	10 00		
82 92	Cyprus	47 50		
159 06	Dacre	60 00		
27 92	Dale	14 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
94 78	Dalhousie Mills	48 00		
117 96	Dalkeith	40 00		
32 50	Dalmeny	12 00		
54 37	Dalrymple	18 00		
123 34	Dalston	60 00		
54 47	Damascus	20 00		
18 48	Danforth	12 00		
53 26	Dante	24 00		
14 86	D'Arcy	11 50		
143 43	Darling Road	47 50		
19 21	Darrell	14 05		
137 66	Dartford	55 00		
14 74	Dartmoor	11 50		
314 04	Dashwood	95 00		
104 97	Davenport	40 00	10 00	
2 30	Davis' Mills (from 1st Jan., 1887)	2 50		
103 22	Davisville	50 00		
118 18	Dawn Mills	50 00		
28 22	Dawson	11 50		
62 67	Day Mills	24 00		
15 00	Deacon	11 50		
42 74	Dealtown	20 00		
102 52	Deans	60 00		
220 11	De Cewsville	60 00		
38 48	Dee Bank	18 00		
109 43	Deemerton	40 00		
41 01	Deerhurst	20 00		
51 38	Deer Lake	30 00		
183 61	Deer Park	50 00		
437 06	Delaware	160 00		
820 48	Delhi	295 00	32 00	
116 41	Delmer	40 00		
77 98	Deloro	80 00		
643 09	Delta	195 00		
211 07	Demorestville	110 00		
100 11	Denbigh	38 00		
161 46	Denfield	80 00	36 00	
27 99	Denville	34 50		
57 76	Dereham Centre	24 00		
10 00	Derrynane	11 50		
39 00	Derryville	19 00		
40 78	Derry, West	16 00		
26 00	Derwent	20 00		
198 89	Desboro'	47 50		
3,933 32	Deseronto	900 00		140 00
20 76	Desert	15 00		
8 85	Desert Lake	11 50		
15 19	Desmond	16 00		
503 04	Deux Rivières	200 00		
62 03	Devizes	30 00		
40 77	Dexter	24 00		
32 48	Diamond	18 00		
42 92	Dickinson	23 00		
359 31	Dickinson's Landing	120 00		
23 00	Dirleton	11 50		
89 92	Dixie	30 00		
65 82	Dixon's Corners	23 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
55 06	Dixson	20 00		
154 65	Dobbinton	47 50		
69 88	Doe Lake	28 00		
27 80	Dollar	12 00		
29 74	Dolson	11 50		
218 96	Dominionville	80 00		
51 39	Domville	28 00		
38 28	Don	20 00		
78 92	Doncaster	36 00		
84 45	Donegal	31 00		
402 33	Doon	180 00		
381 60	Dorchester Station	175 00	80 00	
55 58	Dorking	30 00		
44 25	Dorland	20 00		
91 24	Dornoch	30 00		
75 49	Dorset	40 00		
378 33	Douglas	135 00		
83 87	Dovercourt	14 50		
89 89	Dover, South	36 00		
72 69	Downeyville	30 00		
81 72	Downsview	30 00		
34 09	Doyle's	10 00		
11 04	Dracon	12 00		
1,498 69	Drayton	440 00	16 00	40 00
2,162 41	Dresden	680 00		100 00
33 57	Drew	12 00		
173 00	Dromore	66 00		
16 01	Drum	11 50		
708 13	Drumbo	247 50	12 00	
54 50	Drumquin	28 00		
98 96	Drysdale	28 00		
332 32	Duart	160 00		
490 50	Dublin	260 00	32 00	
72 80	Dufferin Bridge	20 00	6 00	
330 62	Dunbar	80 00		
108 56	Dunbarton	80 00		
53 84	Dunblane	20 00		
53 00	Dunboyne	24 00		
30 64	Duncan	12 00		
172 61	Duncburch	67 50	10 00	
45 50	Duncrief	22 00		
1,207 61	Dundalk	420 00	16 00	40 00
4,331 32	Dundas (*discontinued 31st May, 1887)	1,100 00	120 00	*146 66
56 72	Dundela	15 50		
91 86	Dundonald	36 00		
112 66	Dunedin	36 00		
427 04	Dungannon	170 00		
82 94	Dunkeld	36 00		
62 61	Dunkerron	23 00		
65 47	Dunlop	28 00		
2,873 00	Dunnville	700 00	72 00	120 00
98 87	Dunrobin	30 00		
106 80	Dunsford	32 00		
278 74	Duntroon	115 00		
214 14	Dunvegan	108 00		
2,105 28	Durham	600 00	110 00	100 00
1,171 18	Dutton (late Dutton Station)	360 00		40 00

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
113 74	Dwight	30 00		
48 23	Dwyer Hill	24 00		
40 97	Dyer's Bay	16 00		
28 71	Eady	14 50		
184 56	Eagle	79 50		
227 00	Ealing	80 00		
30 48	Eamer's Corners	14 00		
14 77	East Linton	16 00		
110 68	Eastman's Springs	37 50	8 00	
325 30	Easton's Corners	120 00		
185 07	East Oro	31 50		
21 74	East Williamsburg	14 00		
249 53	Eastwood	100 00		
204 96	Eau Claire	44 00		
75 84	Eberts	21 00		
165 37	Echo Place	40 00		
23 50	Echo River	12 00		
39 44	Eddystone	16 00		
212 16	Eden	80 00		
247 10	Eden Grove	100 00		
151 05	Eden Mills	57 50		
230 06	Edgar	100 00		
89 54	Edgar's Mills	50 00		
40 00	Edge Hill	20 00		
85 39	Edgeley	31 50		
10 24	Edgeworth	16 00		
32 24	Edgington	16 00		
102 57	Edmonton	57 50	32 00	
18 06	Edwardsville	12 00		
50 38	Effingham	24 00		
1,310 13	Eganville	460 00	60 00	40 00
87 41	Egbert	28 50		
53 15	Egerton	24 00	4 00	
205 04	Eglington	100 00		
174 56	Egmondville	120 00		
47 00	Egremont	30 00		
24 08	Elba	12 00		
43 55	Elb Mills	28 00		
42 02	Elcho	12 00		
21 68	Elder	12 00		
78 67	Elder's Mills	24 00		
34 15	Eldon Station	16 00		
92 01	Eldorado	24 00		
22 60	Elford	12 00		
62 83	Elfrida	20 00		
349 65	Elgin	120 00	6 00	
59 25	Elginburg	28 00		
57 52	Elginfield	20 00		
42 76	Elia	16 00		
80 84	Elimville	36 00		
87 05	Elizabethville	36 00		
25 50	Ellaton	15 00		
63 00	Ellengowan	24 00		
101 35	Ellesmere	36 00		
41 40	Elliott	15 00		
84 81	Ellisville	32 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rents, Fuel and Light.
$ cts.		$ cts.	$ cts	$ cts.
20 16	Elm	12 00		
54 13	Elma	16 00		
40 14	Elmbank	16 00		
52 60	Elm Grove	30 00		
24 50	Elmhedge	13 00		
838 66	Elmira	320 00		40 00
660 14	Elmvale	195 00		
512 81	Elmwood	175 00	20 00	
2,198 00	Elora	660 00	100 00	100 00
41 07	Elphin	15 50		
161 00	Elsinore	60 00		
14 94	Emberson	11 50		
702 47	Embro	280 00	50 00	
199 24	Embrun	80 00		
86 85	Emerald	27 00		
69 28	Emery	28 00		
26 00	Emmett	16 00		
277 52	Emsdale	67 50	16 00	
46 34	Enfield	24 00		
17 13	Ennis	11 50		
280 48	Enniskillen	140 00		
127 11	Ennismore	40 00	8 00	
424 00	Enterprise	112 50		
67 96	Epping	30 00	20 00	
191 41	Epsom	57 50		
117 50	Eramosa	48 00		
6 84	Erbsville	11 50		
34 94	Erie	16 00		
905 02	Erin	320 00	12 00	40 00
138 97	Erinsville	50 00	6 00	
89 28	Ernestown Station	40 00	24 00	
118 54	Escott	60 00		
44 72	Eskdale	24 00		
120 07	Esquesing	46 00		
2,849 38	Essex Centre	660 00	160 00	120 00
14 21	Essonville	11 50		
451 65	Ethel	157 50		
7 24	Ettrick	11 50		
221 16	Eugenia	70 00		
56 30	Evansvale	19 00		
27 44	Evansville	11 50		
78 51	Evelyn	36 00		
250 93	Everett	90 00		
65 15	Eversley	28 00		
153 34	Everton	60 00		
2,501 85	Exeter	680 00	90 00	120 00
36 55	Fairbank	16 00		
38 50	Fairfield, East	18 00		
63 60	Fairfield Plain	24 00		
21 03	Fairholm	12 00		
49 65	Fairmount	32 00		
21 21	Fair Valley	12 00		
38 54	Fairview (closed 30th Sept.; re-opened 1st Dec.,'86)	11 33		
30 42	Falding	12 00		
136 41	Falkenburg	60 00	16 00	
86 25	Falkirk	38 00		

A, IN REPORT No 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
84 33	Fallbrook	36 00		
147 00	Fallowfield	60 00		
19 72	Faraday	16 00		
75 98	Farewell	20 00		
101 86	Fargo	30 00		
1,476 44	Farmersville	420 00		40 00
117 00	Farquhar	40 00	4 00	
248 50	Farran's Point	90 00		
55 93	Fassifern	31 00		
88 09	Fawkham	32 00		
37 93	Fawn	16 00		
29 74	Fellows	12 00		
30 17	Felton	16 00		
28 03	Fenaghvale	12 00	4 00	
103 97	Fenella	40 00		
1,638 05	Fenelon Falls	500 00	8 00	60 00
28 00	Fennell's	20 00		
256 61	Fenwick	78 00		
2,866 18	Fergus	780 00	180 00	120 00
46 16	Ferguson	24 00		
87 00	Ferguson's Falls	33 00		
97 00	Ferguson Vale	36 00		
66 90	Fermoy	23 00		
30 62	Fern Glen	11 50		
101 80	Fern Hill	40 00		
177 62	Fesserton	50 00		
28 06	Fetherston	16 00		
192 00	Feversham	77 50		
811 74	Fingal	295 00		
35 94	Fingerboard	16 00		
24 00	Fintona	20 00		
48 85	Fish Creek	32 00		
211 70	Fisherville	72 00		
152 74	Fish Lake	17 50		
317 79	Fitzroy Harbor	120 00	6 00	
31 00	Flamboro' Centre	16 00		
44 50	Fleetwood	16 00		
1,377 47	Flesherton	400 00	70 00	40 00
153 17	Flesherton Station	60 00		
437 00	Fletcher	155 00		
185 68	Flinton	70 00		
71 50	Floradale	19 00		
686 82	Florence	300 00		
86 92	Flower Station	17 50		
26 49	Foley	14 00		
443 42	Font Hill	204 00		
519 88	Fordwich	210 00	16 00	
37 54	Fordyce	16 00		
2,317 36	Forest	720 00	16 00	120 00
278 20	Forester's Falls	100 00	16 00	
0 21	Forest Lake	17 50		
34 63	Forest Mills	14 00		
108 49	Forestville	50 00		
84 45	Forfar	28 00		
96 00	Fork's Road	27 00		
270 69	Formosa	120 00		
795 33	Fort Erie	368 00		40 00

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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
108 16	Fort Francis	60 00		
225 25	Fort William	240 00		
698 19	Fort William, West (late Neebing)	230 00		
339 60	Fournier (*from 1st Oct., 1886)	120 00	*8 00	
30 22	Fowler's Corners	12 00		
186 85	Foxboro'	80 00		
87 06	Foxmead	36 00		
44 56	Foymount	20 00		
118 76	Franconia	24 00		
537 60	Frankford	210 00		
6 96¼	Frank Hill	10 00		
93 19	Franklin	40 00	12 00	
17 93	Frank's Bay (from 1st Jan, 1887)	2 50		
195 45	Franktown	70 00		
267 42	Frankville	90 00		
21 56	Fraserburg	11 50		
80 42	Fraserville	40 00		
67 69	Freeborn	14 50		
14 75	Freeland	11 50		
209 14	Freelton	80 00	8 00	
261 20	Freeman	110 00		
34 98	Freeport	20 00		
11 50	French Bay	11 50		
0 03	French River (2 Quarters)	5 00		
46 74	Frogmore	10 00		
57 36	Frome	24 00		
197 34	Fullarton	79 00		
18 69	Fuller	14 00		
68 68	Fulton	34 00		
29 10	Furnace Falls	20 00		
36 16	Fyfield	18 00		
85 33	Gad's Hill	40 00		
14 18	Galbraith	11 50		
118 78	Galetta	50 00		
21 99	Gallingertown	12 00		
10,631 87	Galt (*discontinued 30th Nov., 1886)	2,600 00	60 00	*83 33
154 42	Gamebridge	60 00		
4,540 12	Gananoque	1,150 00		200 00
141 90	Garden Hill	70 00		
207 46	Garden Island	95 00		
74 71	Garden River	40 00	4 00	
92 66	Garnet	40 00		
33 00	Garretton	12 00		
13 43	Garrison Road	11 50		
34 89	Garryowen	12 00		
235 69	Gelert	68 00		
2,673 40	Georgetown	720 00	108 00	120 00
7 40	Georgina Island (from 1st Aug., 1886)	6 67		
57 08	Germania	30 00		
36 97	German Mills	34 50		
207 80	Gesto	80 00		
64 37	Gibraltar	20 00		
35 04	Gibson	11 50		
29 00	Gilbert's Mills	11 50		
143 00	Gilford	70 00	12 00	
23 92	Gill	14 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
110 14	Gillie's Hill	46 00		
31 51	Gilmour (from 1st Feb.,1887)	1 66		
60 09	Gladstone	30 00		
322 39	Glemmis	97 50		
17 30	Glamorgan	12 00		
23 94	Glandine	11 50		
153 99	Glanford	65 00		
44 45	Glanford Station (late Renton Station)	24 00		
11 73	Glanmire	10 00		
143 93	Glanworth	50 00		
25 93	Glascott	12 00		
49 00	Glasgow	18 00		
15 78	Glastonbury	11 50		
21 82	Glen Alda	12 00		
385 00	Glen Allan	155 00		
63 45	Glen Annan	30 00		
158 49	Glenarm	57 50		
22 00	Glen Becker	12 00		
157 41	Glen Buell	60 00		
143 06	Glenburnie	13 65		
179 56	Glencairn	72 00		
2,187 98	Glencoe	720 00	18 00	120 00
49 59	Glen Colin	24 00		
42 83	Glendale	16 00		
14 83	Glen Donald	12 00		
34 61	Gleneden	20 00		
58 54	Glen Farrow	20 00		
85 48	Glen Huron	40 00		
42 24	Glen Huron Station (11 Months)	22 00		
21 91	Glenilla	16 00	6 00	
114 42	Glen Major (5 Quarters)	30 00		
102 60	Glen Meyer	30 00		
71 22	Glen Miller	24 00		
30 75	Glenmore	12 00		
243 68	Glen Morris	84 00		
137 55	Glennevis	50 00		
97 41	Glen Norman	16 00		
24 00	Glen Oak	16 00		
45 28	Glen Orchard	20 00		
	Glen Rae (accounts not received)			
319 93	Glen Robertson	97 50	120 00	
43 15	Glen Ross	16 00		
156 73	Glenroy	31 00		
102 19	Glen Sandfield	32 00		
39 97	Glenshee	24 00		
72 44	Glen Smail	24 00		
37 95	Glen Stewart	20 00		
103 18	Glen Tay	40 00		
41 05	Glen Vale	22 00		
117 60	Glen Walter	36 00		
268 84	Glen Williams	137 50		
25 87	Glen Willow	10 00		
187 89	Goble's Corners	90 00		
5,371 73	Goderich (*including arrears)	1,700 00	*163 00	280 00
143 83	Godfrey	60 00		
11 06	Godolphin (from 11th Aug., 1886)	6 36		
92 72	Golden Lake	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
90 28	Goldfield	30 00		
36 50	Goldsmith	20 00		
112 79	Goldstone	34 50		
71 58	Gooderham	36 00	8 00	
19 41	Goodstown	11 50		
438 87	Goodwood	160 00		
297 97	Gordon	145 00		
50 95	Gordonville	20 00		
683 55	Gore Bay	170 00		
154 40	Gore's Landing	70 00		
73 03	Goring	19 00		
83 32	Gormley	32 00		
650 48	Gorrie	260 00		
3 22	Gosport	11 50		
13 55	Goulais' Bay (from 1st Aug., 1886)	6 67		
71 01	Gourock (including arrears)	*25 00		
67 57	Gowanstown	31 50	16 00	
67 99	Gower Point	19 00		
19 73	Gowrie	12 00		
699 43	Grafton	240 00	30 00	
65 17	Grahamsville	24 00		
107 64	Grand Bend	50 00		
946 26	Grand Valley	280 00	16 00	
16 00	Granger	11 50		
25 48	Granite Hill	11 50		
18 97	Grant	11 50		
109 36	Grantley	36 00		
556 74	Granton	200 00	20 00	
116 25	Grassmere	42 00	8 00	
38 93	Grassy's Corners	15 00		
24 39	Gratton	16 00		
27 00	Gravel Hill (3 Quarters)	12 00		
2,628 00	Gravenhurst	750 00	32 00	120 00
19 44	Graystock	16 00		
52 01	Greely	11 50		
199 45	Greenbank	70 00		
22 09	Green Bay	16 00		
73 52½	Greenbush	40 00		
199 15	Greenfield	80 00	12 00	
71 14	Greenock	50 00		
10 00	Green Point	11 50		
96 51	Green River	40 00		
20 50	Greenside	11 50		
134 27	Greensville	48 00		
98 16	Green Valley	28 00		
18 37	Greenview	11 50		
85 04	Greenway	36 00		
257 00	Greenwood	90 00		
32 80	Gregory	16 00		
30 28	Grenfell	16 00		
41 35	Gresham	24 00		
9 92	Gretna	11 50		
13 10	Grey Eagle	11 50		
22 18	Greystead	12 00		
64 09	Gribbin	24 00		
88 37	Griersville	30 00		
61 36	Griffin's Corners	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
56 46	Griffith	28 00		
1,691 08	Grimsby	520 00	60 00	80 00
22 17	Grimston	11 50		
80 98	Grovesend	30 00		
19 50	Grove Mills	16 00		
13 50	Groveton (from 1st Aug., 1886)	5 15		
17,332 72	Guelph	4,000 00	400 00	
134 32	Guild's	50 00		
25 53	Gull Creek	10 00		
82 04	Gunter	15 00		
6 71	Guthrie	11 50		
57 54	Guysboro'	37 00		
187 19	Gypsum Mines	40 00		
61 05	Hagerman's Corners	24 00		
1,425 54	Hagersville	500 00		60 00
23 00	Hainsville	20 00		
72 00	Haldane Hill	27 00		
99 05	Haley Station	44 00		
775 96	Haliburton	300 00	12 00	
93 88	Halloway	36 00		
139 83	Hall's Bridge	72 00		
18 08	Hall's Glen	16 00		
29 18	Hall's Mills	12 00		
168 00	Hallville	60 00		
15 57	Halston (closed 31st Aug., 1886; re-opened 1st Feb., 1887)	5 84		
69,626 25	Hamilton (salaries and expenses entered elsewhere)			
36 00	Hammond	14 00		
49 36	Hampden	24 00		
99 05	Hampshire Mills	24 00		
150 88	Hampstead	24 00		
348 22	Hampton	120 00		
23 27	Hanlan	16 00		
46 27	Hannon	24 00		
1,698 02	Hanover	500 00	40 00	60 00
8 14	Harcourt	10 00		
21 35	Harding	12 00		
7 47	Harkaway	10 00		
86 47	Harlem	30 00		
98 77	Harley	50 00	8 00	
74 00	Harlock	16 00		
8 06	Harlowe	16 00		
44 11	Harmony	20 00		
103 25	Harold	40 00		
65 89	Harper	24 00		
21 18	Harpley	14 00		
175 36	Harriettsville	72 00		
148 33	Harrington, West	60 00		
182 64	Harrisburg	84 00	20 00	
76 46	Harrison's Corners	28 00		
3,325 85	Harriston	940 00	60 00	120 00
5	Harrow	100 00		
371 31	Harrowsmith	115 00		
7 53	Hartfell	10 00		
118 78	Hartford	50 00		
81 37	Hartington	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
79 69	Hartley	20 00		
39 34	Hartsmere	16 00		
45 97	Harty's Station	10 00		
152 90	Harwich	50 00		
248 60	Harwood	100 00		
1,496 64	Hastings	460 00	20 00	60 00
104 12	Hatchley Station	36 00		
35 45	Haultain	16 00		
291 83	Havelock	60 50	24 83	
95 64	Havergal (late Conroy's Farm)	19 00		
1,394 13	Hawkesbury	420 00		40 00
202 02	Hawkestone	60 00		
383 81	Hawkesville	150 00	20 00	
39 24	Hawley	16 00		
29 02	Hawthorne	16 00		
201 85	Hawtrey	60 00	40 00	
112 02	Hay	50 00		
18 26	Hay Bay	15 00		
7 12	Hayburn (from 1st Oct., 1886)	5 00		
63 44	Haydon	30 00		
175 35	Hayesville	67 50		
32 69	Hayesland	20 00		
146 63	Hazeldean	50 00		
37 69	Headford	18 00		
28 75	Head Lake	12 00		
258 32	Heathcote	100 00		
8 84	Heather	11 50		
122 00	Heckston	44 00		
312 55	Heidelburg	87 50		
76 05	Hemlock	24 00		
63 82	Hendrick	20 00		
97 26	Henfryn	44 00		
19 98	Henry	14 00		
632 22	Hensall	220 00	16 00	
458 74	Hepworth	120 00	4 00	
65 02	Hereward	23 00		
106 47	Hermon	16 00		
2,039 05	Hespeler	500 00		60 00
26 52	Hesson	12 00		
67 64	Hewitt (*including arrears)	*17 50		
26 67	Hiawatha	12 00		
145 44	Hickson	48 50		
18 56	High Falls	16 00		
30 63	Highfield	12 00		
502 62	Highgate	120 00		
107 78	Highland Creek	50 00		
144 66	Hillier	70 00	8 00	
21 57	Hillman	11 50		
15 00	Hillsboro'	12 00		
564 50	Hillsburg	220 00		
546 53	Hillsdale	190 00	10 00	
67 26	Hill's Green	30 00		
103 70	Hilly Grove	31 50		
91 94	Hilton	30 00		
9 10	Hinch	11 50		
147 73	Hintonburg	44 00		
89 51	Hoard's Station	31 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
7 13	Hoasic	12 00		
64 56	Hoath Head	20 00		
86 54	Hobart	24 00		
94 44	Hockley	36 00		
117 76¼	Holbrook	31 50		
318 50	Holland Centre	120 00		
267 03	Holland Landing	100 00		
290 68	Hollen	130 00		
44 38	Holly	16 00		
18 02	Holly Park	12 00		
197 75	Holmesville	72 00		
377 51	Holstein	120 00	60 00	
70 98	Holt	24 00		
142 00	Holyrood	60 00		
99 57	Homer	36 00		
118 13	Honeywood	40 00		
69 14	Hoodstown	31 50		
19 01	Hope Bay	12 00		
10 50	Hopefield	12 00		
17 78	Hopeness	12 00		
92 68	Hopetown	28 00		
123 84	Hopeville	70 00		
153 00	Hornby	64 00		
17 90	Horncastle	12 00		
395 93	Horning's Mills	160 00		
15 81	Hotspur	11 50		
167 69	Houghton	60 00		
98 91	Housey's Rapids	30 00		
9 37	Howe Island	12 00		
9 82	Huffman (closed 31st Oct., 1886)	11 66		
93 85	Humber	40 00		
36 88	Humber Bay (from 1st Dec, 1886)	3 33		
869 33	Humberstone	340 00		40 00
111 87	Huntingfield	18 00		
92 58	Huntley	40 00		
1,997 41	Huntsville	525 00	72 00	75 00
13 70	Hurdman's Bridge (closed Aug, 31, 1886; re-opened 1st Dec., 1886)	17 84		
17 78	Hurdville	11 50		
141 83	Huston	44 00	16 00	
35 03	Huttonsville	34 50		
41 84	Hybla	12 00		
107 06	Hyde Park Corner	40 00		
18 00	Hyndman	12 00		
85 11	Ida	36 00		
193 68	Ignace	63 00		
306 48	Ilderton	100 00		
95 57	Ilfracombe	48 00		
44 15	Indian River	30 00		
7,873 48	Ingersoll	2,200 00	400 00	360 00
311 15	Inglewood	88 00		
37 38	Ingoldsby	24 00		
19 50	Inholmes	10 00		
39 46	Inistioge	20 00		
250 50	Inkerman	99 00		
346 93	Innerkip	120 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
25 90	Innisfil	20 00		
124 83	Innisville	40 00		
618 00	International Bridge	240 00		
137 91	Inverary	60 00		
14 50	Inverhaugh	11 50		
45 34	Inverhuron	20 00		
228 19	Invermay	120 00	4 00	
355 92	Inwood	135 00		
242 41	Iona	104 00		
152 24	Iona Station	60 00		
120 95	Irena	43 50	6 00	
48 25	Iris	16 00		
90 06	Irondale	24 00		
2,117 28	Iroquois	600 00	120 00	80 00
13 51	Irwin	11 50		
56 53	Islay	20 00		
187 20	Islington	80 00		
152 65	Ivan	28 00		
124 70	Ivanhoe	50 00		
164 17	Ivy	47 50		
3 00	Jackfish Bay (re-opened 1st March, 1887)	3 33		
42 75	Jackson	30 00		
36 82	Jaffa	20 00		
114 77	Jamestown	50 00		
62 33	Jamieson	15 00		
169 13	Janetville	64 00		
31 00	Jarlsberg	16 00		
93 26	Jarratt's Corners	40 00		
1,313 38	Jarvis	400 00	50 00	40 00
407 51	Jasper	120 00	12 00	
68 78	Jefferson	20 00		
24 14	Jericho	16 00		
14 62	Jermyn	10 00		
224 81	Jerseyville	72 00		
16 35	Jessopville	11 50		
25 50	Jocelyn	16 00		
32 07	Jock Vale	16 00		
69 38	Johnson	27 00		
42 00	Johnson's Mills	16 00		
41 15	Jones Falls	24 00		
185 85	Jordan	72 00		
98 51	Jordan Station	62 50		
13 34	Josephburg	14 00		
65 98	Josephine	18 00		
27 75	Juddhaven	12 00		
54 00	Jura	30 00		
160 31	Kagawong	70 00		
41 34	Kaladar	20 00	2 00	
186 50	Kars	63 00		
137 56	Katrine	60 00		
94 13	Keady	40 00	12 00	
134 78	Kearney	40 00		
275 00	Keenansville	100 00		
360 48	Keene	120 00		
318 77	Keewatin Mills	147 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
68 44	Keith	20 00		
32 00	Keldon	12 00		
44 03	Kelso	15 00		
121 77	Kelvin	60 00		
129 52	Kemble	43 00	4 00	
1,664 01	Kemptville	506 00	60 00	60 00
236 77	Kendal	75 00		
116 00	Kenilworth	40 00	30 00	
191 86	Kenmore	60 00		
17 59	Kennaway	11 50		
39 38	Kenney	11 50		
114 00	Kensington	40 00		
105 92	Kent Bridge (*including arrears)	50 00	*10 50	
301 50	Kerrwood	90 00		
63 57	Kertch	24 00		
214 62	Keswick	80 00		
224 73	Kettleby	97 50		
23 86	Keyser	12 00		
59 00	Khiva	24 00		
208 28	Kilbride	60 00		
0 80	Kilgorie	10 00		
69 67	Killaloe	30 00		
168 16	Killarney	74 00	30 00	
38 25	Killean	24 00		
16 50	Killyleagh	12 00		
12 59	Kilmanagh	16 00		
35 50	Kilmarnock	16 00		
14 82	Kilmartin	12 00		
30 83	Kilmaurs	12 00		
248 03	Kilsyth	100 00		
98 99	Kilworthy (late Lethbridge)	30 00		
63 33	Kimball	24 00		
194 31	Kimberley	57 50		
283 40	Kinburn	70 00	6 00	
3,755 60	Kincardine	1,010 00	72 00	160 00
460 67	King	152 50	50 00	
13 85	Kingarf (from 1st June, 1886)	8 33		
53 36	King Creek	30 00		
77 33	King Lake	28 50		
69 64	Kingsbridge	30 00		
23 40	Kingscote	11 50		
35 39	Kingscourt	16 00		
77 26	Kingsford	20 00		
103 71	Kingsmill	40 00	12 00	
20,296 04	Kingston (salaries and expenses entered elsewhere)			
35 37	Kingston Mills	24 00		
156 68	Kingston Station (from 15th May, 1886)	8 75		
1,031 19	Kingsville	360 00	12 00	40 00
42 46	King's Wharf	16 00		
48 89	Kinkora	22 00		
209 36	Kinloss	64 00	16 00	
216 27	Kinlough	80 00		
573 44	Kinmouut	220 00	30 00	
3 33	Kinnaird (office closed; arrears of revenue)			
83 22	Kinsale	36 00		
176 57	Kintail	80 00		
170 42	Kintore	80 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
263 26	Kippen	107 50	20 00	
72 88	Kirby	40 00		
398 64	Kirkfield	110 00		
81 92	Kirkhill	32 00		
387 15	Kirkton	115 00		
9 44	Kirkville	10 00		
105 47	Kirkwall (*previously over-credited)	*39 50		
270 06	Kleinburg	87 50		
227 28	Klock's Mills	87 50		
11 00	Knapdale	11 50		
21 08	Knatchbull	11 50		
72 74	Kohler	30 00		
103 01	Kolapore	18 00		
241 16½	Komoka	100 00		
26 00	Korah	16 00		
75 08	Kossuth	23 00		
33 27	Kurtzville	23 00		
12 00	Lady Bank	12 00		
122 47	Lafontaine	40 00		
114 90	Laggan	50 00		
25 22	Lake Charles	10 00		
11 22	Lake Doré	12 00		
36 58	Lakehurst	16 00		
195 81	Lakelet	70 00		
1,480 89	Lakefield	500 00	20 00	80 00
58 47	Lake Opinicon	23 00		
182 45	Lakeport	160 00		
115 21	Lakeside	44 00		
42 59	Lake Talon	50 00		
111 98	Lakeview	36 00		
177 26	L'Amable	59 00	30 00	
48 63	L'Amaroux	28 00		
236 40	Lambeth	135 00		
305 07	Lambton Mills	140 00		
48 89	Lamlash	20 00		
10 82	Lammermoor	11 50		
996 16	Lanark	357 50	32 00	40 00
1,493 65	Lancaster	480 00	360 00	60 00
30 02	Lancelot	16 00		
60 60	Lanes	20 00		
290 32	Lang	108 00		
49 65	Langford	24 00		
95 87	Langside	40 00		
17 19	Langstaff	16 00		
436 55	Langton	160 00	6 00	
711 08	Lansdowne	200 00		
101 57	Lansing	42 00		
7 77	Larkin (3 Quarters)	8 50		
149 00	La Salette	60 00		
151 00	Laskay	50 00		
21 74	Lasswade	11 50		
38 43	Latimer	20 00		
72 79	Latona	28 00		
150 78½	Laurel	50 00	10 00	
12 63	Lavant	11 50		
154 61	Lavant Station	47 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
97 14	Lavender	36 00		
160 77	Lawrence Station	60 00		
36 15	Layton	17 00		
126 05	Leadbury	40 00		
14 44	Leafield	11 50		
1,504 79	Leamington	480 00	60 00	60 00
70 49	Leaskdale	32 00		
47 99	Lebanon	24 00		
1,958 65	LeBreton Flats	440 00		80 00
253 35	Lefaivre	78 00		
306 00	Lefroy	120 00	16 00	
18 31	Leg Lake	10 00		
	Lehman's Landing	11 50		
12 50	Leinster	11 50		
115 36	Leith	40 00		
30 67	Leitrim	12 00		
7 39	Lemieux	11 50		
88 43	Lemonville	32 00		
8 00	Les Erables (from 1st Oct., 1886)	5 00		
233 36	Leskard	80 00		
156 36	Leslie	70 00		
8 25	Letterkenny	11 50		
32 00	Lewisham	12 00		
17 08	Lidcote	12 00		
65 40	Lieury	40 00		
39 55	Lifford	30 00		
9 61	Lily Lake	11 50		
40 00	Lily Oak	16 00		
18 84	Limebank (from 1st Sept., 1886)	5 83		
154 62	Limehouse	50 00		
30 03	Lime Lake	16 00		
99 00	Linden Valley	40 00		
14 00	Lindenwood	10 00		
7,173 09	Lindsay	2,000 00	200 00	320 00
56 55	Linton	20 00		
511 28	Linwood	190 00		
368 43	Lion's Head (*including arrears)	120 00	*10 00	
32 39	Lisbon	16 00		
18 00	Lisburn	12 00		
535 09	L'Isle	180 00	24 00	
3,588 83	Listowel	1,100 00	120 00	160 00
598 01	Little Britain	220 00	10 00	
493 86	Little Current (*including arrears)	135 00	*124 00	
22 17	Little Rapids	11 50		
106 92	Little Rideau	40 00		
18 29	Littlewood	10 00		
174 17	Liverpool Market	47 50		
14 78	Living Springs	11 50		
244 83	Lloydtown	88 00		
108 86	Lobo	50 00	4 00	
113 12	Lochalsh	36 00		
64 16	Loch Garry	23 00		
126 43	Lochiel	60 00		
23 06	Lochinvar	20 00		
60 03	Loch Winnoch	24 00		
59 41	Lockton	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
51 52	Locust Hill (from 1st June, 1886; late Green River Station)	8 33		
44 33	Lodi	20 00		
40 83	Logierait	24 00		
192 92	Lombardy	60 00		
396 04	Londesboro'	150 00		
45,693 64	London (salaries and expenses entered elsewhere)			
1,335 55	London, East	440 00		60 00
16 50	Long Bay	11 50		
417 82	Longford Mills	115 00		
25 67	Long Lake	16 00		
28 06	Longtinville	20 00		
126 95	Longwood	60 00	10 00	
178 85	Lonsdale	60 00		
38 10	Loree	20 00		
76 31	Loretto	30 00		
929 99	L'Orignal	360 00	48 00	40 00
12 59	Lorimer Lake	11 50		
90 46	Loring	20 00		
29 11	Lorne	30 00		
181 25	Lorneville	50 00		
27 25	Lorraine	12 00		
91 12	Lotus	30 00		
48 00	Louise	12 00		
91 71	Louisville	42 00		
45 36	Lovat	16 00		
48 56	Lovering	20 00		
65 62	Lovett	30 00		
90 91	Lowbanks	34 50		
151 95	Lowville	76 00	16 00	
1,153 75	Lucan	400 00	160 00	80 00
2,227 66	Lucknow	680 00	40 00	120 00
58 06	Lumley	20 00		
18 41	Lundy	11 50		
229 82	Lunenburg	80 00		
24 05	Lurgan	16 00		
53 19	Lutherville	16 00		
57 13	Luton	20 00		
668 19	Lyn	240 00		
8 25	Lynch Lake	20 00		
392 66	Lynden	120 00		
252 29	Lyndhurst	100 00		
387 51	Lynedoch	140 00	32 00	
69 92	Lynn Valley	24 00		
102 75	Lynnville	50 00		
127 68	Lyons	44 00		
3 33	McCormick (from 1st March, 1887)	0 83		
16 90	McCready	11 50		
94 28	McCrimmon	30 00		
176 18	McDonald's Corners	70 00		
82 11	McGarry	26 00		
144 38	McGregor	60 00		
91 54	McIntosh Mills	36 00		
158 69	McIntyre	70 00		
18 50	McIver	11 50		
215 86	McKellar	90 00	10 00	

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Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
12 68	McKinlay	11 50		
214 65	McLaren's Mills	55 00		
3 25	McLean (from 1st Jan., 1887)	2 50		
19 48	McPhail	11 50		
272 73	Maberly	77 50		
14 74	Macdonald	11 50		
98 00	Mackay's Station	60 00	80 00	
24 32	Macton	16 00		
73 27	Macville	28 00		
2,037 70	Madoc	630 00	80 00	100 00
391 12	Magnetawan	117 50	36 00	
29 32	Maguire	16 00		
204 81	Maidstone	107 50		
252 98	Maitland	96 00	12 00	
48 34	Malakoff	20 00		
94 59	Malcolm	40 00		
483 57	Mallorytown	200 00	90 00	
12 11	Malone	16 00		
48 01	Malta	20 00		
184 70	Malton	70 00	4 00	
337 83	Malvern	64 00		
192 89	Manchester	69 00		
175 56	Mandamin	60 00		
377 83	Manilla	160 00		
55 15	Manion	28 00		
550 89	Manitowaning	280 00	45 00	
57 31	Mannheim	20 00		
511 62	Manotic	200 00		
81 49	Mansewood	30 00		
180 87	Mansfield	60 00		
89 49	Manvers Station	20 00		
297 94	Maple	117 50	24 00	
21 26	Maple Grove	10 00		
45 48	Maple Hill	40 00		
17 08	Maple Island	12 00		
29 39	Maple Lake	16 00		
78 11	Maple Lodge	31 00		
22 36	Maple Ridge	12 00		
20 04	Mapleton	26 00		
63 20	Maple Valley	24 00		
69 05	Maplewood	32 00		
17 00	Mar	12 00	8 00	
82 72	Marathon	40 00		
14 30	Marble Rock	12 00		
35 93	March	24 00		
27 87	Marchmont	16 00		
58 89	Marchurst	17 50		
79 09	Marden	32 00		
1,559 63	Markdale	480 00	20 00	60 00
1,623 67	Markham	540 00	90 00	80 00
216 00	Marksville	80 00	12 00	
94 50	Marlbank	31 00		
28 46	Marmion	16 00		
751 90	Marmora	235 00	12 00	
50 84	Marnock	20 00		
21 50	Marsh Hill	12 00		
223 22	Marshville	75 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
36 75	Marston	12 00		
142 61	Marsville (* 3 Quarters; discontinued)	55 00	*4 50	
733 33	Martintown	295 00		
66 65	Marvelville	24 00		
151 73	Marysville	70 00	24 00	
47 26	Masonville	24 00		
77 58	Massie	30 00		
38 36	Matawatchan	20 00		
1,772 22	Mattawa	720 00	60 00	100 00
788 20	Maxville	230 00	40 00	
282 03	Maxwell	100 00		
33 27	Mayerville	16 00		
59 00	Mayfair	28 00		
65 20	Mayfield	24 00		
10 06	Maynard	10 00		
463 75	Maynooth	115 00		
222 11	Meadowvale	80 00		
3,434 97	Meaford	960 00	60 00	160 00
34 46	Mecunoma	20 00	10 00	
113 10	Medina	39 00		
193 19	Melancthon	57 00		
48 93	Meldrum Bay	12 00		
21 98	Melissa	24 00		
74 18	Melrose	40 00		
43 17	Melville	18 00		
49 00	Melville Cross	24 00		
163 55	Menie	50 00		
20 46	Menomonee	12 00		
47 06	Merivale	20 00		
260 03	Merlin	100 00		
1,433 78	Merrickville	420 00		60 00
13 50	Merritt	11 50		
982 35	Merritton	335 00		40 00
89 33	Merton	40 00		
591 10	Metcalfe	200 00		
52 27	Metropolitan	20 00		
43 52	Metz	14 00		
57 12	Meyersburg	24 00		
124 67	Michael's Bay	40 00		
29 44	Michipicoton River	40 00		
51 68	Mickleburg	16 00		
50 94	Middlemarch	20 00		
144 07	Middlemiss	72 00		
181 90	Middleville	80 00		
20 82	Midford	11 50		
79 81	Midhurst	40 00		
1,886 35	Midland (*including arrears)	560 00	*25 00	80 00
42 45	Mid Lothian	14 00		
988 49	Mildmay	340 00	12 00	40 00
308 70	Milford	150 00		
72 26	Millar's Corners	24 00		
100 93	Millarton	30 00		
415 25	Millbank	160 00		
128 41	Mill Bridge	50 00		
1,754 00	Millbrook	600 00	96 00	80 00
237 97	Mille Roches	90 00		
71 68	Mill Grove	30 00		

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$ cts.		$ cts.	$ cts.	$ cts.
63 16	Mill Haven	30 00		
39 79	Milliken	24 00		
58 87	Millington	17 50		
0 29	Milnesville (office closed; arrears of revenue)			
2,372 41	Milton, West	700 00	48 00	120 00
719 99	Milverton	235 00		
105 17	Mimico	40 00		
52 06	Mimosa	30 00		
48 00	Mindemoya	16 00		
719 32	Minden	240 00	12 00	
255 09	Minesing	87 50		
100 64	Mississippi Station	75 00		
3,673 91	Mitchell	1,000 00	60 00	160 00
32 01	Mitchell's Bay	18 00		
85 52	Mitchell Square	32 00		
35 25	Moffat	18 00		
741 30	Mohawk	137 00		
44 92	Mohr's Corners	30 00		
48 00	Moira	24 00		
161 34	Molesworth	54 00	4 00	
51 00	Moltke	20 00		
16 39	Monck	12 00		
69 96	Monckland	30 00		
18 37	Moncrieff	16 00		
9 24	Moneymore	11 50		
60 20	Mongolia	20 00		
287 73	Monkton	100 00		
103 86	Mono Centre	39 00		
290 86	Mono Mills (*1 Quarter discontinued)	120 00	*5 00	
342 71	Mono Road Station	140 00		
19 93	Monsell	10 00		
15 17	Montague	11 50		
21 54	Monteagle Valley	12 00		
45 07	Monticello	16 00		
32 16	Montreal River	11 50		
43 12	Montrose	20 00		
111 72	Moonstone	40 00		
297 97	Moore	120 00		
652 12	Moorefield	240 00	8 00	
12 58	Mooresburg (3 Quarters)	12 00		
34 05	Moore's Falls	16 00		
69 00	Moorsville	20 00		
374 47	Moose Creek	120 00		
36 36	Moraviantown	16 00		
72 64	Moray	24 00		
235 07	Morewood	80 00		
131 08	Morganston	40 00		
14 50	Morley	11 50		
137 84	Morningdale Mills	50 00		
496 79	Morpeth	200 00		
3,642 22	Morrisburg	1,100 00	240 00	180 00
18 50	Morrisonville	11 50		
275 19	Morriston	90 00		
141 27	Morton	60 00	6 00	
79 90	Morven	32 00		
101 37	Mosborough	44 00		
167 19	Moscow	47 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts	$ cts.
55 52	Mosside	24 00		
76 36	Mossley	30 00		
107 76	Motherwell	36 00		
295 99	Moulinette	120 00	40 00	
51 00	Moulton Station	16 00		
116 55	Mountain Grove (*from 1st July, 1886)	36 00	*6 00	
67 01	Mountain View	26 00		
551 42	Mount Albert	200 00	8 00	
23 59	Mount Albion	11 50		
471 17	Mount Brydges	180 00	6 00	
37 31	Mount Charles	24 00		
23 66	Mount Chesney	12 00		
251 80	Mount Elgin	120 00		
3,353 68	Mount Forest	1,000 00	80 00	160 00
45 72	Mount Healy	30 00		
26 80	Mount Hope	15 00		
33 46	Mount Horeb	20 00		
15 00	Mount Irwin	11 50		
212 83	Mount Pleasant	80 00		
34 03	Mount St. Louis	20 00		
	Mount St. Patrick (accounts not received)			
62 33	Mount Salem	24 00		
46 09	Mountsberg	20 00		
164 35	Mount Sherwood	50 00		
133 87	Mount Vernon	60 00		
32 99	Mount Wolf	12 00		
489 50	Muir Kirk	100 00		
11 78	Mulgrave	10 00		
124 21	Mull	28 00		
18 57	Mullifarry	16 00		
76 10	Mulmur	28 50		
178 45	Muncey	64 00		
38 15	Munroe's Mills	20 00		
77 08	Munster	30 00		
42 00	Murchison	20 00		
13 78	Murdoch	11 50		
115 87	Murilla Station	20 00		
165 46	Murray	60 00		
51 27	Murvale	28 00		
31 48	Muskoka Falls	36 00		
273 14	Muskoka Mills	50 00		
165 75	Musselburg	24 00		
9 77	Myrehall	11 50		
293 77	Myrtle	100 00	4 00	
72 32	Nairn	36 00		
204 47	Nanticoke	80 00		
46 00	Nantye	15 00		
6,313 79	Napanee	1,800 00	160 00	280 00
113 09	Napanee Mills	50 00		
4 59	Naphan	11 50		
255 10	Napier	97 50		
29 14	Napperton	14 00		
92 63	Nashville	35 00		
208 79	Nassagaweya	74 50	8 00	
88 02	Navan	20 00		
162 84	Nelles' Corners (*including arrears)	*58 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts	$ cts.
110 30	Nelson	60 00		
118 25	Nenagh	75 00		
48 72	Netherby (7 Quarters)	28 00		
755 07	Neustadt	225 00	6 00	
46 31	Newark	20 00		
43 25	Newbliss	16 00		
842 41	Newboro'	300 00	40 00	
64 26	New Boyne	16 00		
154 83	Newbridge	50 00	4 00	
617 89	Newburgh (*including arrears)	240 00	*18 00	
597 42	Newbury	244 00	6 00	
20 31	New Carlow	11 50		
1,225 70	Newcastle	460 00	72 00	60 00
81 95	Newcomb Mills (*including arrears)	*36 50		
36 21	New Dublin	12 00		
990 15	New Dundee	270 00		
109 63	New Durham	50 00		
456 41	New Edinburgh	200 00		
127 69	New Germany	40 00		
2,034 28	New Hamburg	540 00	24 00	80 00
22 23	Newholm	11 50		
411 18	Newington	160 00		
386 13	New Lowell	150 00		
3,276 90	Newmarket	900 00	120 00	160 00
14 54	New Park	11 50		
37 56	Newport	16 00		
10 70	New Ross	11 50		
174 85	Newry	80 00		
103 28	New Sarum	44 00		
221 03	Newton	80 00	16 00	
176 21	Newton Brook	68 00		
169 76	Newton Robinson	69 00		
1,963 59	Niagara	540 00	72 00	120 00
3,384 91	Niagara Falls	1,000 00	200 00	
32 65	Niagara Falls, Centre (from 1st Jan., 1887)	2 50		
1,311 75	Niagara Falls, South	500 00		60 00
73 70	Nicolston	40 00		
165 02	Nile	50 00		
108 36	Nilestown	64 00		
279 05	Nipissing (*including arrears)	*117 50	*50 00	
154 14	Nipissing Junction (late La Vase)	57 50		
54 73	Nissouri	21 86		
39 01	Nithburg	20 00		
107 84	Nixon	48 00		
63 88	Noper	20 50		
206 81	Nobleton	78 00	4 00	
203 38	Norham	70 00		
303 43	Norland	90 00		
129 71	Norman (from 1st Oct., 1886)	40 00		
212 63	Normandale	20 00		
389 15	North Augusta	140 00		
1,549 56	North Bay (*from 1st July, 1886	310 00		*30 00
11 61	North Branch	12 00		
136 55	North Bruce	60 00		
177 54	North Buxton	78 00		
22 58	Northcote	12 00		
95 00	Northfield	28 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
44 76	Northfield, Centre	20 00		
54 15	North Glanford	28 00		
451 80	North Gower	147 50	6 00	
122 79	North Keppel	50 00		
249 79	North Lancaster	110 00		
60 00	North Mountain	10 00		
52 40	North Pelham	18 00		
234 62	Northport	110 00		
78 44	North Ridge	40 00		
41 32	North Seguin	20 00		
49 04	North Seneca	20 00	6 00	
20 30	North Valley	11 50		
211 25	North Williamsburg	68 50		
72 37	North Winchester	20 00		
97 35	Northwood	50 00		
47 10	Nortonville	14 50		
453 22	Norval	135 00		
55 08	Norway	32 00		
2,241 26	Norwich	720 00		120 00
1,914 49	Norwood	560 00	48 00	80 00
293 11	Nosbonsing	87 00		
327 81	Nottawa	140 00		
164 37	Novar (from 1st July, 1886)	7 50		
46 76	Nugent	30 00		
10 61	Oak Hill	11 50		
127 00	Oakland	52 00	24 00	
18 73	Oak Leaf	9 16		
52 35	Oak Ridges	32 00		
2,040 58	Oakville	620 00	32 00	120 00
497 95	Oakwood	200 00		
	Oates	11 50		
36 71	Oconto	12 00		
28 83	Odell	16 00		
483 58	Odessa	195 00	72 00	
92 00	Offa	32 00		
34 34	Ogemah	16 00		
47 34	Ohsweken	16 00		
611 76	Oil City	220 00	14 00	
788 34	Oil Springs	210 00		
13 59	Oldcastle (3 Quarters)	12 00		
22 00	Oldfield (3 Quarters)	21 00		
144 60	Olinda	40 00		
29 73	Oliphant	16 00		
7 48	Oliver	11 50		
24 70	Oliver's Ferry (from 18th Aug., 1886)	10 00		
12 16	Olivet (from 1st Sept., 1886)	5 83		
130 73	Omagh	50 00		
1,091 71	Omemee	400 00	16 00	40 00
133 51	Ompah	37 50		
5 18	Ompah Station (from 1st Dec., 1886)	3 33		
151 36	Oneida	56 00	6 00	
165 21	Onondaga	70 00		
4,448 24	Orangeville (*discontinued 31st Dec., 1886)	1,200 00	72 00	*90 00
63 44	Oranmore	14 50		
98 21	Orchard	56 00	12 00	
37 73	Oriel	16 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
6,860 92	Orillia	1,600 00	150 00	240 00
80 43	Orkney	28 00		
124 38	Orleans	38 00		
100 59	Ormond	36 00		
177 57	Ormsby	20 00	12 00	
1,174 71	Orono	360 00		40 00
51 67	Oro Station	16 00		
306 79	Orr Lake	80 00		
129 27	Orton	47 50		
104 13	Orwell	50 00	6 00	
40 00	Osaca	30 00		
57 63	Osborne	30 00		
326 57	Osceola	120 00	8 00	
247 84	Osgoode Station (*including arrears)	50 00	*30 00	
5,642 10	Oshawa	1,500 00	80 00	240 00
22 00	Osman	16 00		
361 09	Osnabruck Centre	95 00		
77 48	Oso Station	36 00	16 00	
18 10	Ospringe (1 Quarter)	9 00		
18 38	Ossa	12 00		
12 84	Ossian	11 50		
48 05	Ostrander	20 00		
45,637 32	Ottawa (salaries and expenses entered elsewhere)			
794 99	Otterville	260 00		
35 00	Oungah	16 00	12 00	
48 85	Oustic	20 00		
25 41	Outer Duck Island (summer office)	10 00		
71 81	Ouvry	28 50		
7 01	Overton	11 50		
6,926 36	Owen Sound	1,900 00	160 00	280 00
138 83	Oxenden (*including arrears)	46 00	*5 00	
66 61	Oxford Centre	24 00		
301 25	Oxford Mills	140 00		
71 73	Oxford Station	24 00		
199 35	Oxley (5 Quarters)	80 00		
22 47	Oxmead	12 00		
229 25	Painswick	48 50		
2,452 73	Paisley	800 00	90 00	120 00
1,241 42	Pakenham	390 00	24 00	40 00
228 42	Palermo	80 00	16 00	
195 44	Palgrave	67 50	14 00	
22 48	Palmer Rapids	14 00		
1,719 65	Palmerston	640 00	80 00	100 00
182 69	Palmyra	70 00		
68 86	Panmure	32 00		
91 05	Parham (*3 Quarters; discontinued)	40 00	*6 00	
4,545 27	Paris	1,140 00	80 00	200 00
833 02	Paris Station	280 00	24 00	
2,239 77	Parkdale	500 00		60 00
125 39	Parker	40 00		
93 18	Park Head	24 00		
2,830 99	Park Hill	800 00	140 00	150 01
21 94	Parma	20 00		
309 31	Parry Harbor	150 00		
1,232 32	Parry Sound	480 00	100 00	60 00
100 53	Patillo	40 00		

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$ cts.		$ cts.	$ cts.	$ cts.
1,093 91	Patterson (*from 1st July, 1886)	345 00		*30 00
23 00	Paudash	16 00		
52 53	Peabody	16 00		
13 60	Pearceley	11 50		
8 06	Peebles	11 50		
30 10	Peepabun	12 00		
62 40	Pefferlaw	30 00		
226 37	Pelee Island	64 00		
7 00	Pelee Island, East (from 1st Sept., 1886)	5 83		
24 50	Pelee Island, South do	5 83		
21 58	Pelham Union	12 00		
5,902 62	Pembroke	1,500 00	220 00	240 00
240 25	Pendleton	72 00		
1,869 47	Penetanguishene	560 00	14 00	80 00
110 22	Peninsula Harbor (re-opened 1st March, 1886)	10 77		
22 77	Pentland	12 00		
56 37	Penville	26 00		
22 55	Perch Station	14 00		
21 58	Perivale	16 00		
79 60	Perm	30 00		
27 35	Perretton	16 00		
14 14	Perry	11 50		
64 75	Perrytown	30 00		
5,350 35	Perth	1,260 00	240 00	200 00
79 94	Perth Road (*from 1st July, 1886)	39 00	*9 00	
33 73	Petawawa	16 00		
13,253 77	Peterborough (*including arrears)	3,400 00	*350 00	440 00
141 33	Petersburg	60 00	80 00	
4 74	Peterson's Corners	11 59		
200 77	Petersville	80 00		
89 25	Petherton	36 00		
5,167 41	Petrolea	1,200 00	16 00	180 00
21 80	Petworth	11 50		
16 94	Pevensey	12 00		
305 41	Phelpston	97 50	10 00	
61 06	Philipsburg, West	40 00		
25 09	Phillipston	12 00		
272 40	Phillipsville	60 00		
744 03	Pickering	340 00		40 00
4,867 50	Picton	1,300 00	300 00	240 00
36 17	Pike Bay	16 00		
66 64	Pike Creek	16 00		
44 60	Pine Dale	16 00		
118 80	Pine Grove	50 00		
82 13	Pine Orchard	32 00		
101 84	Pine River	40 00		
485 12	Pinkerton	155 00		
33 01	Pitt's Ferry	12 00		
52 87	Pittston	19 00		
129 43	Plainfield	47 50	10 00	
122 04	Plainville	44 00		
727 18	Plantagenet	215 00	40 00	
967 22	Plattsville	315 00		40 00
40 21	Playfair	14 00		
20 66	Pleasant Valley	16 00		
205 98	Plevna	80 00		
62 96	Plover Mills	12 00		

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N.B.—Postmasters' salaries are computed, not upon the sale of stampe, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
$ cts.		$ cts.	$ cts.	$ s.
44 14	Plum Hollow	18 00		
55 35	Point Alexander	30 00		
14 10	Point aux Pins	11 50		
897 66	Point Edward	420 00		60 00
16 50	Point Kaye	11 50		
	Point Petre	11 50		
18 26	Point Traverse	12 00		
30 01	Poland	16 00		
12 23	Polmont (from 1st May, 1886)	9 16		
28 85	Pomona	16 00		
24 93	Pond Mills	12 00		
58 34	Ponsonby	24 00		
287 30	Pontypool	50 00	48 00	
114 00	Poole	40 00		
24 37	Poplar	12 00		
11 04	Poplar Grove	11 50		
115 03	Poplar Hill	40 00		
126 77	Port Albert	50 00		
116 61	Port Alma	35 00		
4,494 17	Port Arthur	2,400 00	200 00	440 00
49 23	Port Bruce	24 00		
570 19	Port Burwell	280 00	72 00	
400 13	Port Carling	140 00	8 00	
82 50	Port Cockburn	20 00		
1,761 26	Port Colborne	560 00	60 00	100 00
205 67	Port Credit	80 00		
659 79	Port Dalhousie	240 00		
1,531 28	Port Dover	480 00		60 00
2,063 21	Port Elgin	640 00	24 00	100 00
145 87	Port Elmsley	37 50		
92 42	Porter's Hill	35 00		
67 22	Port Finlay	27 50		
39 68	Port Franks	15 00		
56 74	Port Granby	24 00		
6,948 81	Port Hope	2,000 00	240 00	
332 24	Port Lambton	150 00		
265 85	Portland	90 00		
23 05	Port Maitland	16 00		
107 82	Port Nelson	27 00		
3,016 38	Port Perry	820 00	30 00	140 00
435 37	Port Robinson	174 00		
922 36	Port Rowan	415 00	50 00	40 00
97 23	Port Royal	40 00		
101 81	Port Ryerse	40 00		
71 00	Port Sandfield	24 00		
128 55	Port Severn	40 00		
266 00	Portsmouth	75 00		
613 48	Port Stanley	300 00		
279 20	Port Sydney	100 00	8 00	
30 00	Port Talbot	16 00		
28 18	Port Union	16 00		
29 74	Pottageville	16 00		
1 80	Pottersburg (from 1st Mar., 1887)	0 83		
121 66	Powassan	36 00		
79 38	Powassan Station (from 1st Dec., 1886)	3 33		
11 64	Powell	12 00		
62 07	Preneveau	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
4,124 63	Prescott	1,236 00	460 00	60 00
151 12	Presqu'Isle	48 00	4 00	
1,914 88	Preston	540 00	36 00	80 00
40 77	Price's Corners	20 00		
574 54	Priceville	240 00	6 00	
93 50	Primrose	48 00	8 00	
505 52	Prince Albert	90 00		
686 90	Princeton	240 00		
70 79	Prinyer	36 00		
65 00	Prospect	28 00		
64 83	Proton Station	9 17		
102 50	Providence Bay	40 00		
20 76	Purdy	11 50		
50 05	Purbrook	24 00		
5 74	Purple Grove	10 00		
25 13	Purple Hill	12 00		
11 00	Purple Valley	11 50		
57 50	Purpleville	24 00		
172 94	Pushinch	80 00	8 00	
114 87	Putnam	40 00	12 00	
36 98	Queen Hill	20 00		
249 27	Queensborough	80 00		
221 00	Queenston	120 00		
340 77	Queensville	120 00		
83 37	Quinn	19 50		
61 07	Rabbit Mountain	10 00		
193 69	Raglan	80 00		
163 43	Railton	36 00		
105 22	Rainham	48 00	8 00	
62 89	Rainham Centre	30 00		
15 40	Rainy River	11 50		
32 78	Rama	24 00		
38 18	Ramsay's Corners	16 00		
32 67	Randolph	11 50		
117 00	Randwick	40 00		
64 85	Ranelagh	20 00		
44 88	Rankin	16 00		
17 24	Raper	12 00		
0 50	Rapid River (from 1st Jan., 1887)	2 50		
64 12	Rathburn	24 00		
150 17	Ratho	80 00		
1,777 85	Rat Portage	700 00	20 00	120 00
164 25	Ravenna	50 00		
11 53	Ravenscliffe	11 50		
105 72	Ravenshoe	48 00		
96 92	Ravenswood	40 00		
9 45	Ravensworth	11 50		
42 81	Raymond	16 00		
55 54	Reaboro'	24 00		
105 75	Read	36 00		
46 80	Reading	30 00		
73 48	Reay	32 00		
41 50	Rebecca	24 00		
91 28	Red Bay	25 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
28 50	Redickville (re-opened 1st July, 1886)	7 50		
120 72	Rednersville	42 00		
168 45	Red Rock	50 00		
58 33	Red Wing	16 00		
41 86	Redwood	16 00		
32 61	Reid's Mills	16 00		
52 53	Relessey	20 00		
49 84	Renforth	24 00		
3,399 88	Renfrew	1,000 00	100 00	160 00
64 68	Renton	20 00		
35 22	Restoule	15 00		
219 65	Riceville	80 00	12 00	
366 97	Richard's Landing	117 50	4 00	
1,007 24	Richmond Hill	360 00		40 00
374 92	Richmond, West	130 00		
27 30	Richview	12 00		
133 91	Richwood	72 00		
3,363 10	Ridgetown	900 00		140 00
135 50	Ridgeville	64 00		
657 99	Ridgeway	240 00	32 00	
79 98	Ridley	40 00		
75 13	Rimington	30 00		
167 24	Ringwood	60 00		
967 12	Ripley	320 00	6 00	40 00
263 86	Riverbank	70 00		
130 53	Riversdale	60 00		
691 70	Riverside	230 00		
53 76	Riverstown	30 00	4 00	
74 56	Riverview	28 50		
92 07	Roach's Point	40 00		
16 88	Robillard (re-opened 1st August, 1886)	7 50		
89 00	Roblin	44 00		
41 23	Rob Roy	11 50		
5 00	Rochefort (from 1st March, 1887)	0 83		
336 89	Rochesterville	100 00		
18 79	Rockfield	11 50		
89 14	Rockford	29 50		
180 58	Rockingham	60 00	50 00	
594 61	Rockland	175 00		
266 25	Rockliffe	50 00		
151 70	Rocklyn	48 00	4 00	
134 03	Rockport	39 00		
24 73	Rockside	14 00		
62 00	Rock Springs	23 00		
151 99	Rockton	70 50	16 00	
638 06	Rockwood	260 00		
36 30	Rocky Saugeen	11 50		
79 66	Rodgerville	40 00		
1,069 14	Rodney	360 00	10 00	40 00
53 26	Roebuck	12 00		
7 84	Romilly	11 50		
135 04	Romney	60 00		
43 35	Rondeau	25 00		
72 61	Ronson	30 00		
32 80	Rosedale	18 00		
41 50	Rosedene	16 00		
49 41	Rosehall	20 00		

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$ cts.		$ cts.	$ cts.	$ cts.
403 21	Rosemont	160 00	28 00	
221 48	Roseneath	80 00		
11 94	Rosetta	12 00		
100 16	Roseville	40 00		
179 57	Roslin	70 00	4 00	
10 26	Ross	12 00		
409 86	Rosseau	140 00	80 00	
29 50	Rosseau Falls	16 00		
98 01	Rossmore	48 00		
67 60	Ross Mount	32 00		
64 86	Rostock	28 00		
24 76	Rothes	12 00		
366 36	Rothsay	150 00		
23 00	Rouge Hill	12 00		
7 88	Round Lake	11 50		
24 62	Round Plains	20 00		
85 72	Routhier	27 00		
91 40	Rowan Mills	34 00		
115 78	Rowena	34 50		
4 58	Ruby (from 1st Nov., 1886)	4 16		
101 23	Rugby	40 00		
22 90	Ruscom River	20 00		
155 60	Ruscom Station	47 50		
12 39	Rush Point	11 50		
28 96	Ruskview	18 00		
87 84	Russeldale	24 00		
567 92	Russell	177 50	24 00	
1 24	Russelton	11 50		
163 74	Rutherford	48 00		
63 65	Ruther Glen	10 00		
251 84	Ruthven	103 00	12 00	
81 53	Ryckman's Corners	30 00		
96 46	Rydal Bank	36 00		
22 66	Rye	16 00		
17 06	Rylstone	12 00		
115 44	St. Agatha	48 00		
145 91	St. Albert	56 00		
20 91	St. Amour	12 00		
129 45	St. Andrew's, West	60 00		
93 89	Ste. Anne de Prescott	19 00		
145 85	St. Ann's	48 00		
56 31	St. Augustin	24 00		
13,677 92	St. Catharine's	3,400 00	96 00	
47 29	St. Clair Siding	36 00		
200 70	St. Clement's	64 00		
261 64	St. David's	80 00		
114 19	St. Elmo	50 00		
535 12	St. Eugène	180 00		
889 54	St. George, Brant	355 00		40 00
162 24	St. Helen's	60 00		
306 70	St. Isidore de Prescott	85 50		
37 51	St. Ives	16 00		
435 64	St. Jacob's (*including arrears)	180 00	*10 00	
114 00	St. James' Park	50 00		
77 75	St. Joachim	24 00		
55 13	St. John's, West	20 00		

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$ cts.		$ cts.	$ cts	$ cts.
8 07	St. Lawrence	11 50		
4,675 68	St. Mary's	1,300 00	12 00	200 00
63 23	St. Ola	18 00		
40 00	St. Onge (from 1st July, 1886)	7 50		
70 00	St. Patrick	20 00		
62 45	St. Paul's Station	28 00		
136 30	St. Raphael, West	48 00		
13,238 12	St. Thomas, West	3,600 00	120 00	
259 26	St. Williams	140 00		
64 85	Sable	20 00		
41 03	Sadowa	16 00		
29 28	Sahanatien	11 50		
97 65	Saintfield	40 00		
233 57	Salem	120 00		
149 08	Salford	60 00		
39 01	Salmon Point	16 00		
68 92	Salmonville	36 00	6 00	
95 50	Saltford	36 00		
111 55	Sand Bay	15 00		
49 99	Sandfield	24 00		
90 52	Sandford	40 00		
173 17	Sand Hill	50 00		
72 69	Sandhurst	36 00		
28 70	Sand Lake	10 00		
235 25	Sand Point	115 00	120 00	
676 43	Sandwich	280 00		100 00
8 56	Sangster	11 50		
18 16	Sarepta	11 50		
20 24	Sarginson	11 50		
7,992 31	Sarnia	1,900 00	200 00	320 00
56 81	Sarsfield	27 00		
	Sauble Falls	11 00		
1,004 73	Saugeen	372 00	80 00	40 00
836 62	Sault Ste. Marie	360 00	80 00	48 00
65 20	Saurin	32 00		
94 43	Scarboro'	42 00		
114 13	Scarboro' Junction	44 00		
104 66	Scarlet Hill	30 00		
651 65	Schomberg	240 00		
405 53	Schrieber (from 1st June, 1886)	68 33		
55 69	Scone	18 00		
46 35	Scotch Block	24 00		
39 54	Scotch Line	12 00		
56 73	Scotia	57 50		
215 00	Scotland	124 00		
38 42	Scouten	15 00		
41 83	Scugog	20 00		
4,518 64	Seaforth	1,240 00	189 99	200 00
163 70	Seagrave	69 00		
41 89	Sea Gull	16 00		
99 11	Seaton	44 00		
131 31	Sebright	60 00	8 00	
492 56	Sebringville	200 00	36 00	
19 05	Seckerton	11 50		
16 09	Seely	10 00		
291 14	Seeley's Bay	100 00	30 00	
37 91	Seguin Falls	24 00	6 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
121 25	Selby	48 00		
497 39	Selkirk	230 00		
52 63	Selton	40 00		
65 62	Selwyn	30 00		
282 13	Serpent River (*including arrears)	*67 50		
415 22	Severn Bridge (*including arrears)	140 00	*9 00	
13 83	Seville	11 50		
519 24	Shakespeare	200 00	16 00	
121 98	Shamrock	29 00		
60 13	Shanly	28 00		
13 38	Shannon Hall	11 50		
500 74	Shannonville	200 00	16 00	
198 33	Shanty Bay	70 00		
400 47	Sharbot Lake	180 00		
180 89	Sharon	72 00		
9 56	Sharpton	10 00		
323 59	Shedden	100 00	16 00	
22 80	Sheedy (late Mount St. Patrick)	16 00		
189 50	Sheffield	70 00		
142 03	Sheguindah	60 00		
2,119 22	Shelburne	560 00	36 00	80 00
35 21	Sheldon	12 00		
55 18	Sheppardton	20 00		
72 72	Sheridan	36 00		
145 66	Sherkston	50 00		
39 38	Sherwood	30 00		
	Sherwood Springs	11 50		
97 07	Shetland	36 00		
25 50	Shiloh	16 00		
36 00	Shipka	16 00		
28 72	Shipley	16 00		
17 80	Shirley	16 00		
9 95	Shouldice	11 50		
36 88	Shrigley	16 00		
19 74	Shrubmount	11 50		
24 47	Sidney Crossing	16 00		
31 00	Sillsville	16 00		
33 10	Siloam	16 00		
64 75	Silver Hill	30 00		
6 24	Silver Lake	11 50		
54 10	Silver Mountain (from 1st May, 1886)	9 17		
82 92	Silver Water	20 00		
4,577 61	Simcoe	1,400 00	300 00	220 00
53 91	Sinclairville	20 00		
43 81	Sine	11 50		
288 58	Singhampton	126 00	36 00	
7 50	Six Nations (from 1st July, 1886)	7 50		
118 72	Skead's Mills	48 00		
14 00	Skipness	12 50		
51 14	Skye	20 00		
39 37	Sleswick	16 00		
122 59	Smithfield	48 00		
4,561 44	Smith's Falls	1,060 00	16 00	160 00
7 77	Smithurst	11 50		
854 26	Smithville	275 00	8 00	
69 55	Snake River	30 00		
48 50	Snyder (from 1st Nov., 1886)	5 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
61 36	Solina	30 00		
227 64	Solmesville	80 00		
83 75	Solway	23 00		
244 14	Sombra	100 00	24 00	
149 25	Sonya	50 00		
42 25	Soperton	16 00		
30 66	South Bay	14 00		
211 22	South Casselman (from 1st July, 1886)	7 50		
170 03	South Cayuga	60 00		
57 27	South Douro	26 00		
25 56	South Dummer	24 00		
98 62	South End	40 00		
318 17	South Finch	97 50		
24 81	South Gloucester	16 00		
262 11	South Gower	50 00		
113 90	South Indian (2 Quarters)	32 00		
22 65	South Lake	19 00		
222 48	South Lancaster	80 00		
123 35	South March	57 50		
72 72	South Middleton	30 00		
150 06	South Monaghan	60 00		
402 67	South Mountain	140 00		
173 41	South River	40 00		
67 64	Southwold Station	20 00		
356 21	South Woodslee	140 00		
86 77	South Zorra	40 00		
57 02	Sowerby (from 1st July, 1886)	7 50		
10 81	Spaffordton (closed 8th Dec., 1886)	11 00		
338 69	Spanish River	81 00		
41 00	Sparrow Lake	15 00		
364 35	Sparta	160 00		
34 37	Speedside	20 00		
96 29	Spence	50 00	12 00	
404 34	Spencerville	157 50	20 00	
13 21	Speyside	18 00		
9 12	Spires	10 50		
171 50	Spring Arbor	30 00		
116 57	Springbank	36 00		
328 90	Spring Brook	80 00		
653 79	Springfield	240 00		
288 21	Springford	117 50		
141 61	Springvale	43 00		
50 79	Spring Valley	20 00		
88 83	Springville	40 00		
38 93	Sprucedale	11 50	6 00	
71 50	Spry	24 00	4 00	
169 97	Staffa	60 00		
24 95	Stafford	12 00		
280 96	Stamford	100 00		
28 71	Stanleydale	20 00		
41 87	Stanley's Mills	24 00		
54 00	Stanleyville	15 50		
131 00	Stanton	50 00		
53 09	Stanwood	12 00		
79 03	Stardale	20 00		
38 10	Starkville	16 00		
14 84	Star Lake	14 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
24 00	Starrat	18 00		
2,147 77	Stayner	600 00	10 00	80 00
22 88	Steele (*including arrears)	18 00	*26 00	
229 89	Stella	96 00		
334 29	Stevensville (*previously over-credited)	*107 50		
58 26	Stewart	32 00		
48 10	Stewart Bay	16 00		
84 96	Stewartville	36 00		
84 47	Sterling Falls	36 00		
1,136 91	Stirling	420 00	32 00	40 00
102 68	Stirton	46 00		
319 76	Stittsville	97 50	72 00	
25 50	Stockdale	16 00		
101 85	Stoco	40 00		
79 89	Stokes' Bay (*previously over credited)	30 00	*4 50	
64 45	Stoneleigh	16 00		
19 80	Stone Quarry (from 1st July, 1886)	7 50		
244 27	Stony Creek	90 00	32 00	
20 59	Stony Lake	12 00		
239 39	Stony Point	90 00		
1,375 53	Stouffville	440 00	80 00	60 00
96 74	Strabane	48 00		
22 74	Strader's Hill	11 50		
153 99	Straffordville	70 00		
106 74	Strange	40 00		
24 07	Strangfield	12 00		
75 42	Strasbourg	24 00		
9,506 33	Stratford	2,800 00	154 00	
30 53	Strathallan	30 00		
60 78	Strathavon	20 00		
72 59	Strathburn	32 00		
.....	Strathmore (account not received)	.....		
31 66	Strathnairn	14 00		
5,078 61	Strathroy	1,300 00	72 00	220 00
853 91	Streetsville	360 00		40 00
113 78	Stromness	46 00		
242 68	Stroud	100 00		
226 34	Sturgeon Bay	76 00		
590 71	Sturgeon Falls	165 00		
35 00	Sturgeon Point	16 00		
1,029 00	Sudbury	255 83		
120 96	Summerstown	44 00		
275 30	Summerville	57 50		
61 23	Sunbury	30 00		
940 94	Sunderland (*including arrears; †from 1st July, '86)	310 00	*44 00	†30 00
595 53	Sundridge	132 50		
38 31	Sunnidale	14 00		
87 00	Sunnidale Corners	30 00		
70 65	Sunshine	16 00		
87 24	Sutherland's Corners	60 00	4 00	
960 87	Sutton, West	320 00	30 00	40 00
104 27	Sweaburg	46 00		
59 90	Sweet's Corners	24 00		
22 64	Swindon	12 00		
13 16	Swinton (from 1st Nov., 1886)	4 16		
13 16	Switzerville	11 50		
466 59	Sydenham	160 00	18 00	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
$ cts.		$ cts.	$ cts.	$ cts.
61 97	Sykeston	24 00		
150 39	Sylvan	60 00		
78 32	Talbotville Royal	40 00		
988 50	Tamworth	340 00	28 00	40 00
56 66	Tansley	21 00		
59 39	Tapleytown	28 00		
1,550 14	Tara	480 00	12 00	60 00
26 00	Tarbert	12 00		
37 25	Tatlock	12 00		
48 68	Taunton	30 00		
968 14	Tavistock (*from 1st July, 1886)	315 00		*30 00
85 27	Tayside	32 00		
167 63	Tecumseh	56 00	6 00	
1,519 22	Teeswater	470 00		60 00
242 03	Teeterville	92 87		
53 38	Tehkummah	20 00	16 00	
14 94	Telfer	12 00		
79 16	Temperanceville	34 00		
30 64	Tempo	20 00		
10 92	Tenby Bay (re-opened 1st August, 1886)	6 66		
6 47	Tennyson	10 00		
65 70	Teston	24 00		
101 22	Teviotdale	40 00		
555 98	Thamesford	157 50		
1,542 21	Thamesville	360 00	16 00	80 00
42 15	Thanet	32 00	16 00	
142 44	The Brook	24 00		
1,012 07	Thedford	400 00	20 00	40 00
19 13	The Gore (from 1st July, 1886)	7 50		
32 00	The Grange (2 Quarters)	12 00		
34 47	The Grove	16 00		
88 63	The Lake (from 1st July, 1886)	7 50		
29 94	The Ridge	16 00		
432 00	Thessalon	142 50	12 00	
154 24	Thistletown	50 00		
172 21	Thomasburg	67 50		
33 00	Thompson	12 00		
138 00	Thomsonville	60 00		
1,242 17	Thornbury	420 00		40 00
51 13	Thorncliffe	19 00		
334 71	Thorndale	120 00	12 00	
967 50	Thornhill	155 00	32 00	
276 06	Thornton	135 00	14 00	
14 75	Thornyhurst	12 00		
3,179 95	Thorold	720 00		120 00
20 73	Thorpe	11 50		
61 09	Throoptown	20 00		
18 55	Thwaite	37 50		
121 58	Tichborne	34 50		
1,186 61	Tilbury Centre (*from 1st July, 1886)	375 00	6 00	*30 00
19 01	Tilly	10 00		
3,657 31	Tilsonburg	900 00	360 00	160 00
41 97	Tilton	12 00		
39 93	Tintern	24 00		
115 81	Tioga	40 00		
858 50	Tiverton	320 00	4 00	40 00

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
49 36	Tobermory	15 00		
20 51	Todmorden (from 1st Nov., 1886)	4 16		
333 36	Toledo	124 00		
28 56	Topping	16 00		
102 00	Tormore	40 00		
270,388 99	Toronto (salaries and expenses entered elsewhere)			
34 09	Torrance	20 00		
1,116 29	Tottenham	360 00	40 00	40 00
37 10	Townsend Centre	18 00		
18 29	Toy's Hill	11 50		
124 97	Trafalgar	52 00	16 00	
43 00	Trafford	16 00		
36 25	Tralee	16 00		
43 89	Tramore	19 00		
104 45	Traverston	40 00		
51 00	Treadwell (3 Quarters)	30 00		
87 63	Trecastle	30 00		
52 00	Trent Bridge	16 00		
4,460 16	Trenton	1,100 00	200 00	160 00
28 32	Trout Lake	14 00		
168 67	Trowbridge	60 00		
169 00	Troy	60 00		
59 03	Trudell	40 00		
42 64	Tuam	20 00		
37 09	Tuftsville	12 00		
91 65	Tullamore	32 00		
121 00	Tupperville	36 00		
68 22	Turin	36 00		
25 30	Turnerville (from 1st August, 1886)	6 67		
11 95	Turtle Lake	12 00		
193 68	Tuscarora	72 00		
795 02	Tweed	300 00	20 00	
17 47	Tweedside	16 00		
51 74	Twin Elm	18 00		
71 17	Tyneside	20 00		
2 66	Tyotown (from 1st Feb., 1887)	1 66		
115 67	Tyrconnell	46 00		
166 91	Tyrone	70 00		
42 73	Tyrrell	28 00		
103 49	Udora	39 00		
293 48	Uffington	120 00	10 00	
23 99	Ufford	12 00		
67 80	Uhthoff	23 00		
36 08	Ullswater	16 00		
41 90	Umfraville	16 00		
358 86	Underwood	140 00		
265 44	Union	100 00		
12 04	Union Springs (closed 30th Nov., 1886)	8 00		
473 26	Unionville	177 50	80 00	
131 92	Uphill	44 00		
106 85	Uplands	42 00	16 00	
39 56	Upper	16 00		
128 85	Uptergrove	59 00		
38 17	Ursa	16 00		
101 38	Utica	36 00		
26 67	Utoka	12 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
96 02	Utopia	50 00		
169 94	Utterson (*including arrears)	*77 00	70 00	
41 76	Uttoxeter	16 00		
3,461 29	Uxbridge	960 00	32 00	160 00
44 40	Vachell	18 00		
40 51	Valens	21 00		
91 22	Valentia	40 00		
105 71	Valetta	60 00		
68 1½	Vallentyne	30 00		
18 97	Vanatter	11 50		
46 23	Vanbrugh	40 00		
99 67	Vancamp (late Vancamp Mills)	16 00		
55 88	Vandecar	24 00		
72 87	Vandeleur	28 00		
259 89	Vanessa	80 00		
23 01	Van Horn	12 00		
1,498 78	Vankleek Hill	440 00	24 00	60 00
104 33	Vankoughnet	40 00		
40 00	Vannack	16 00		
22 00	Vanvlack	16 00		
59 78	Varency	20 00		
330 00	Varna	115 00		
98 66	Varney	36 00	4 00	
42 77	Vars	10 00		
177 16	Vasey	36 00		
70 77	Vellore	24 00		
77 12	Vennachar	50 00		
129 00	Ventnor	36 00		
45 16	Ventry	15 00		
21 19	Verdun	12 00		
92 98	Vereker	32 00	8 00	
198 54	Vermillion Bay (closed 14th October, 1886)	24 95		
42 41	Verner (from 1st July, 1886)	7 50		
239 44	Vernon	72 00		
97 06	Vernonville	40 00		
177 48	Verona	78 00		
112 20	Verschoyle	50 00		
24 40	Vert Island	9 00		
83 85	Vesta	36 00		
66 95	Victor	11 50		
20 23	Victoria Corners	16 0/		
366 08	Victoria Harbor	140 00		
458 21	Victoria Road	200 00	16 00	
125 96	Victoria Square	44 00		
419 56	Vienna	250 00	4 00	
34 33	Vigo	20 00		
168 32	Villa Nova	72 00		
41 14	Villiers	12 00		
60 48	Vine	24 00		
43 02	Violet	16 00		
40 03	Violet Hill	20 00		
119 86	Virgil	49 50		
23 81	Virginia	12 00		
436 31	Vittoria	200 00	16 00	
75 31	Vivian	40 00		
76 75	Vroomanton	30 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rents, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
53 45	Vyner	20 00		
41 37	Wabash	12 00		
37 00	Wagram	16 00		
132 79	Wahnapitae (from 1st July, 1886)	7 50		
117 95	Waldemar	70 00		
444 18	Wales	180 00	120 00	
73 50	Walker's	24 00		
14 38	Walker's Point	11 50		
4,715 08	Walkerton	1,300 00	200 00	200 00
788 92	Walkerville	280 00		
81 73	Wallace	30 00		
2,447 93	Wallaceburg	640 00	60 00	100 00
622 75	Wallacetown	240 00	16 00	
91 86	Wallbridge	44 00		
84 55	Wallenstein	24 00		
12 51	Waller	11 50		
34 51	Walmer	16 00		
62 23	Walnut	20 00		
106 81	Walsh	50 00		
308 08	Walsingham Centre	90 00		
155 72	Walter's Falls	50 00		
337 60	Walton	87 50		
139 78	Wanstead	52 00	16 00	
46 67	Warburton	20 00		
759 11	Wardsville	300 00		
40 41	Wareham	12 00		
34 55	Warina	15 00		
27 64	Wariston (closed during month of October, 1886).	10 67		
1,084 85	Warkworth	380 00		40 00
214 95	Warminster	60 00	12 00	
43 50	Warner	16 00		
267 97	Warsaw	100 00		
34 96	Wartburg	16 00		
267 17	Warwick, West	84 00		
256 74	Washago	100 00	17 00	
68 28	Washburn	24 00		
219 10	Washington	90 00		
660 15	Waterdown	250 00		
1,493 44	Waterford	600 00	80 00	80 00
3,572 64	Waterloo, West	1,200 00	16 00	160 00
40 54	Waterton	11 50		
2,072 01	Watford	620 00	30 00	80 00
109 01	Watson's Corners	50 00		
18 56	Wattenwyl	11 50		
40 60	Waubamick (* previously over-credited)	*14 67		
858 63	Waubashene	260 00		
45 29	Waubuno	20 00		
69 41	Waupoos	26 00		
251 94	Waverley	80 00		
206 64	Weidmann	53 00		
32 13	Weir	16 00		
26 68	Weissenburg	16 00		
146 54	Welcome	50 00		
56 18	Weldon	24 00		
3,203 59	Welland	860 00	160 00	160 00
342 35	Wellandport	117 50		

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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
703 65	Wellesley	270 00	8 00	
647 63	Wellington	300 00		
73 21	Wellman's Corners	28 00		
466 70	Wendigo	140 00		
150 97	Wendover	58 00		
7 37	Wesley Church	10 00		
49 25	Wesley Park (summer office)	19 69		
49 00	Wesleyville	24 00		
97 60	West Brook	40 00		
59 72	West Essa (* 1 Quarter; discontinued)	28 00	*2 00	
82 16	Westfield	32 00		
77 03	West Flamboro' (2 Quarters)	43 00		
16 36	Westford	11 50		
212 12	West Gravenhurst	60 00		
11 50	West Grove	11 50		
70 00	West Hill	28 00		
89 77	West Huntingdon	35 00		
34 00	West Huntley	11 50		
51 84	West Lake	24 00		
1,059 13	West Lorne	335 00	20 00	40 00
47 02	West McGillivray	26 00		
47 03	West Magdala	16 00		
597 73	Westmeath	145 00		
70 83	West Montrose	31 50		
811 43	Weston	300 00	16 00	
56 12	West Osgoode	24 00		
127 50	Westover	48 00		
2 75	West Plain (from 1st Jan., 1887)	2 50		
780 37	Westport	320 00	12 00	40 00
452 39	West Toronto Junction	90 00		
1,370 61	West Winchester	400 00		40 00
211 59	Westwood	80 00		
78 65	Wexford	47 50		
42 24	Whalen	16 00		
303 38	Wheatley	87 50		
19 96	Wheeler	11 50		
4,276 32	Whitby	1,600 00	200 00	240 00
13 11	White	11 50		
243 40	Whitechurch	80 00		
41 88	Whitehurst	25 50		
232 93	White Lake	80 00		
42 07	White Oak	20 00		
104 14	White River (from 1st Dec., 1886)	33 33		
38 35	White Rose	16 00		
29 49	Whiteside	11 50		
10 28	Whitestone	11 50		
226 44	Whitevale	100 00		
128 30	Whitfield	35 00	4 00	
81 69	Whittington	32 00		
2,214 84	Wiarton	600 00	36 00	80 00
74 88	Wick	36 00		
74 59	Wicklow	36 00		
112 76	Widder	46 00		
45 16	Wilberforce	18 00		
351 28	Wilbur Station	54 00		
77 41	Wilfred	40 00		
167 21	Wilkesport	64 00	4 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
18 25	Willetsholme	11 50		
14 96	Williams	11 50		
216 94	Williamsford (late Sullivan)	100 00		
571 84	Williamstown	200 00		
281 98	Williamsville	77 50		
24 60	Williscroft	12 00		
9 64	Willow Creek	11 50		
103 20	Willowdale	36 00		
50 29	Willow Grove	30 00		
11 04	Wilmur	12 00		
16 64	Wilno	11 50		
36 00	Wilsoncroft	20 00		
40 73	Wilsonville	16 00		
44 81	Wilstead	11 50		
154 38	Wilton	60 00		
87 05	Wilton Grove	30 00		
76 00	Winchelsea	30 00		
382 66	Winchester Springs	115 00		
104 00	Windermere	30 00	4 00	
28 33	Windfall	16 00		
196 73	Windham Centre	80 00		
9,171 01	Windsor (salaries and expenses entered elsewhere)			
52 64	Winfield	26 00		
73 60	Winger	32 00		
3,234 01	Wingham	920 00	60 00	160 00
11 50	Wingle	11 50		
257 27	Winona	90 00	36 00	
119 26	Winslow	23 00		
193 80	Winterbourne	72 00		
140 37	Winthrop	60 00		
70 92	Wiswassa	18 00		
88 42	Wisbeach	40 00		
43 43	Woburn (*including arrears)	*22 00		
407 35	Wolf Island	140 00		
8 87	Wolseley	11 50		
309 30	Wolverton	120 00		
770 42	Woodbridge	400 00		40 00
66 46	Woodburn	32 00		
260 80	Woodford	100 00	8 00	
219 18	Woodham	72 00		
49 34	Woodhill	24 00		
122 00	Woodlands	44 00		
22 84	Woodlawn (2 Quarters)	11 00		
36 50	Woodrous (*including arrears)	*25 33		
227 12	Woodslee	100 00		
11,25? 45	Woodstock	2,600 00	160 00	400 00
903 71	Woodville	340 00	32 00	40 00
465 02	Wooler	110 00		
719 76	Wroxeter	320 00	50 00	40 00
39 01	Wyandot	11 50		
308 36	Wyebridge	100 00		
23 50	Wyecombe	11 50		
339 35	Wyevale	87 50		
43 25	Wylie	12 00		
1,337 73	Wyoming	420 00	6 00	60 00
45 98	Wyton Station	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
557 50	Yarker (*including arrears)	*137 50		
78 14	Yarmouth Centre	42 00		
59 05	Yatton (5 Quarters)	20 00		
28 78	Yearley's	16 00		
39 42	Yelverton	16 00		
123 19	Yeovil	35 00		
31 95	Yoho Island (summer office)	5 00		
402 00	York	140 00		
193 16	York Mills (*including arrears)	*46 00		
3,979 24	Yorkville	900 00		160 00
58 73	Young's Point	30 00		
32 01	Youngsville	16 00		
37 44	Zanesville (from 1st May, 1886)	9 16		
37 82	Zealand	15 00		
265 00	Zephyr	80 00		
98 00	Zimmerman	44 00		
127 61	Zion	44 00		
22 91	Ziska	12 00		
661 22	Zurich	200 00		
19 57	Casual revenue through Cashier, Post Office Dept.			
68 50	Postage Stamps sold through Mail Officers on Ocean Steamers			
1,468,707 20¼	Totals	†$312,433 40	$22,116 82	$21,547 24

† N.B.—Of this, the amount of $270,730.23 was paid from Revenue collections, and $41,703.17 from Parliamentary appropriation. The latter has been brought to account at page 24, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

A, IN REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes	Grand Total.
	MONTREAL DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
E. F. King	Post Office Inspector	2,600 00			
D. Nelligan	Assistant Inspector	1,300 00			
N. Renaud	do to 28th February, 1887 (deceased)	787 50			
J. E. Gervais	Acting Assistant Inspector, from 1st April, 1887; promoted from 2nd Class	1,050 00			
				5,737 50	
F. J. Logie	2nd Class Clerk	1,200 00			
J. A. Madore	do	1,000 00			
C. Curran	do from 1st June, 1887 (transferred from Ottawa Division)	105 00			
				2,305 00	
J. F. Pelletier	3rd do	630 00			
M. Kearney	do	720 00			
J. A. McShane	do	470 00			
				1,820 00	
P. Nelligan	Messenger	600 00			
				600 00	
	Total, Montreal Inspector's Office				10,462 50
	RAILWAY MAIL SERVICE.				
F. Briegel	Chief Railway Mail Clerk	1,500 00			
				1,500 00	
A. Walmsley	1st Class Railway Mail Clerk	960 00	421 80		
J. Bayley	do	960 00	292 49		
G. Jones	do	960 00	109 43		
C. Lefebvre	do to 31st January, 1887 (deceased)	560 00	217 60		
J. Vallée	do to 31st August, 1886 (superannuated)	160 00			
A. Denis	do	960 00	334 53		
A. Menzies	do (less fine)	959 00	298 48		
A. Lachapelle	do	960 00	351 03		
N. McLellan	do	960 00	182 43		

A. Somerville		do		960 00	278 88		
J. D. Anderson		do		960 00	110 47		
D. Fairman		do	Probationary, promoted from 2nd Class, 1st Feb., '87	866 67	388 77		
C. Beatty		do	do do do	863 67	85 50		
E. Lefebvre	2nd	do	from, and 1st Class to, 1st December, 1886	867 67	326 29	14,163 75	
H. D. Filion		do		800 00	328 91		
C. Hayden		do	(suspended from 1st to 6th October, 1886)	787 10	300 97		
C. Beaudoin		do		800 00	147 60		
H. E. Channell		do		800 00	54 20		
E. Dorion		do		800 00	187 93		
H. G. Goodfellow		do		740 00	265 32		
L. Beïque		do	(including arrears)	806 66	307 37		
J. L. Viger		do	do	806 66	284 41		
J. Murphy		do		766 66	153 15		
W. H. O'Regan		do		740 00	100 80		
L. C. Crevier		do		733 33	271 44		
A. Armstrong		do		720 00	286 87		
G. R. Dewar		do		720 00	205 43		
J. P. Hall		do		720 00	155 91		
D. T. Frost		do		720 00	281 61		
J. E. McKenzie		do		720 00	134 76		
J. V. Genest		do		720 00	195 29		
J. B. Guèvremont		do		720 00	148 00		
E. L. Smith		do	(less fines)	682 66	93 97		
W. N. Peters		do		640 00	142 37		
F. Tuck		do		640 00	267 53		
A. J. McRobie		do		640 00	279 73		
E. R. H. Brooks		do		650 00	119 60		
A. H. Evans		do		720 00	93 20		
W. E. C. Jones		do		640 00	284 78		
L. C. A. Casgrain		do	from 18th December, 1886, to 31st January, 1887; (transferred from Ottawa Division; services dispensed with)	88 71	13 10		
J. Ford		do	Probationary, promoted from 3rd Class, 1st Feb., '87	570 00	281 11	25,471 10	
F. W. Webb	3rd	do		560 00	211 82		
C. F. Whitcher		do		560 00	52 10		
W. Murphy		do		590 00	179 40		
C. Chavot		do		516 67	158 97		
E. W. Hay		do	(less fines)	476 03	162 90		
J. L. French		do		480 00	135 70		
S. Gervais		do	Probationary, from 25th November, 1886	288 00	74 48		
J. M. Hall		do	do from 14th December, 1886	263 22	57 87	4,767 16	
C. Chase	Mail Transfer Agent			470 00	.....	470 00	
				36,555 71	9,816 30		
			Total, Montreal Railway Mail Service				46,372 01

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total
	QUEBEC DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
J. L. Anctil	Assistant Post Office Inspector	1,300 00		1,300 00	
O. Fréchette	2nd Class Clerk	1,200 00			
C. Vohl	do	1,112 50		2,312 50	
J. E. Carrier	3rd do	720 00			
J. G. Bourget	do	800 00		1,520 00	
J. Boivin	Messenger, to 31st October, 1886 (services dispensed with)	163 33			
N. Giasson	do from 1st May, 1887 (transferred from Quebec Post Office)	100 00		263 33	
F. X. Jeannette	Temporary Messenger, from 23rd October, 1886, to 31st March, 1887	158 71		158 71	
	Total, Quebec Inspector's Office				5,554 51
	RAILWAY MAIL SERVICE.				
J. Deslauriers	1st Class Railway Mail Clerk	960 00	221 70		
G. Lapointe	do	960 00	335 30		
N. A. Beaudet	do to 30th September, 1886 (deceased)	240 00			
E. Blondeau	do	960 00	337 70	4,014 70	
L. N. Dionne	2nd do	800 00	15 25		
F. Gaudry	do	800 00	297 17		
H. J. Kimlin	do	800 00	299 72		
D. Blondeau	do	800 00	190 22		
L. H. Garneau	do	800 00	297 82		
J. O. Pageau	do	800 00	155 37		
R. G. Bourget	do	800 00	221 34		
O. Talbot	do	800 00	225 09		
J. E. Roy	do	800 00	177 75		
L. Furois	do	800 00	247 44		
F. X. Labbé	do	800 00	258 42		

G. Evanturel		do		720 00	156 98		
L. E. Hudon		do		720 00	193 17		
D. C. Dagneau		do		720 00	176 60		
A. C. Miquelon		do		720 00	173 13		
C. Bédard		do		720 00	168 06		
A. Beaudry		do		800 00	132 32		
C. A. Méthot		do		580 00	158 45		
			Probationary, promoted from 3rd Class 1st Jan., 1887	519 00	189 28	17,324 30	
M. P. Laberge	3rd	do	(less fine)	526 67	185 61		
A. Blondeau		do	(including arrears)	480 00	211 81		
S. T. Green		do		280 00	97 95		
J. E. Morisette		do	to 1st February, 1887 (dismissed)	480 00	192 82		
M. Dorion		do		480 00	187 41		
N. R. Genest		do		212 90	58 27		
J. Nolet		do	Probationary, from 22nd January, 1887	215 48	33 76	4,101 72	
A. Routhier	Temporary Railway Mail Clerk, from 20th January, 1887			198 57	32 82		
U. Gauvreau		do	from 2nd February, 1887	520 00	215 15	480 63	
L. P. Thibault	Mail Transfer Agent			20,812 62	5,843 88	735 15	
			Total, Quebec Railway Mail Service				26,656 50
			THREE RIVERS DIVISION.				
G. A. Bourgeois	Post Office Inspector			2,000 00			
J. P. Chillas	Assistant Inspector			1,300 00		3,300 00	
G. O. Bailey	3rd Class Clerk			630 00		630 00	
			Total, Three Rivers Inspector's Office				3,930 00
			RAILWAY MAIL SERVICE.				
A. Dorais	3rd Class Railway Mail Clerk			520 00	101 93	621 93	
				520 00	101 93		
			Total, Three Rivers Railway Mail Service				621 93
			Grand Total carried forward	$77,835 37	$15,762 11	$93,597 48	$93,597 48

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		$ cts.	$ cts.	$ cts.
	Brought forward			93,597 48
	MONTREAL POST OFFICE.			
G. Lamothe	Postmaster	4,000 00		
M. Emery	Assistant Postmaster	2,000 00		
			6,000 00	
H. A. Bourret	1st Class Clerk	1,500 00		
H. Huddell	do	1,400 00		
J. McKeon	do	1,500 00		
V. Baillargeon	do	1,400 00		
J. L. Palmer	do	1,400 00		
T. F. Larseneur	do	1,300 00		
J. Senez	do	1,200 00		
			9,700 00	
F. Pridham	2nd do	1,200 00		
E. Mayer	do	1,200 00		
J. C. Sims	do	1,200 00		
O. Clement	do	1,200 00		
A. Loftus	do	1,200 00		
A. de Restaing	do	1,200 00		
H. Goyette	do	1,200 00		
J. B. A. Daoust	do	1,200 00		
T. Desnoyers	do	1,180 00		
G. Lefebvre	do	1,012 50		
T. Harding	do	1,000 00		
R. Duncan	do	950 00		
A. Larose	do	950 00		
W. Hayden	do	950 00		
H. D. Gaudry	do	950 00		
G. Beaudoin	do promoted from 3rd Class 1st November, 1886	866 67		
J. Chase	do Probationary, promoted from 3rd Class 1st January, 1887	850 00		
U. Rondeau	do do do do	850 00		
			19,159 17	
R. J. Arless	3rd do	800 00		
A. E. Auger	do	840 00		

J. Filiatreault	do		800 00
A. A. Doray	do	(less fine)	799 00
J. E. Renaud	do		800 00
L. Lefebvre	do		800 00
E. Chagnon	do		800 00
O. A. T. Leduc	do		800 00
J. Thompson	do		800 00
G. Coutlée	do		800 00
A. Lord	do	to 31st October, 1886 (transferred to Toronto Post Office)	266 67
J. Gillies	do		780 00
C. Lefebvre	do		760 00
B. Conlon	do		760 00
J. Thiemens	do		720 00
R. T. Daniels	do		660 00
E. H. Ouellette	do		670 00
E. H. Forbes	do		590 00
W. J. McElroy	do		590 00
E. H. Lapointe	do		560 00
A. O. Laris	do		560 00
J. P. Whelan	do		560 00
D. Tansey	do		560 00
P. O'Neill	do		530 00
E. Jolicœur	do		530 00
L. D. E. Mayer	do		520 00
G. Larivière	do		520 00
J. Beresford	do		510 00
J. E. Guillemette	do		500 00
D. O'Donaghue	do		500 00
O. Lorange	do		490 00
F. Plouffe	do		500 00
A. D. McIntosh	do		490 00
H. Chandler	do		490 00
E. A. Lamoureux	do		490 00
A. E. Lamoureux	do		480 00
T. A. Giroux	do		480 00
A. Sauriol	do		500 00
W. Barbe	do	(including arrears)	470 00
U. Clermont	do		470 00
C. J. A. Leclair	do	(less fine)	469 25
A. B. Coté	do		470 00
A. L. Grondin	do		460 00
C. Florence	do		460 00
G. A. Carpentier	do		460 00
E. Brazeau	do		460 00
T. Brophy	do		460 00
D. T. H. Ernatinger	do		450 00
[illegible] Lamarque	do		450 00
W. J. Crowe	do		480 00
A. Morin	do	(including arrears)	440 00

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	MONTREAL POST OFFICE—*Continued.*	$ cts.	$ cts.	$ cts.
D. Cameron	3rd Class Clerk from 23rd August, 1886	514 52		
R. A. Pridham	do from 1st November, 1886 (transferred from Toronto Post Office)	320 00		
J. J. Durack	do	430 00		
J. Coffee	do	400 00		
J. B. A. Lalonde	do	400 00		
T. J. Crowe	do	400 00		
A. Massé	do	390 00		
T. J. Lesieur	do Probationary (less fine; suspended from 14th to 29th March, 1887)	381 79		
J. Cunningham	do do	400 00		
L. D. R. A. de Cotret	do do from 1st December, 1886; also Temporary Clerk from 26th November, 1886	238 90		
G. Clarke	do do from 1st December, 1886; also Temporary Clerk from 29th November, 1886 (less fine)	235 31		
A. M. Whelan	do do from, and Letter Carrier to, 1st February, 1887	380 00		
			34,335 44	
J. E. D'Amour	Temporary Clerk	400 00		
			400 00	
E. C. O'Dowd	Letter Carrier	600 00		
P. Lapointe	do	600 00		
A. Dufresne	do	600 00		
J. B. Plante	do	600 00		
J. Callary	do	600 00		
J. Kelly	do	600 00		
P. Callary	do (suspended from 26th February to 6th March, 1887)	584 97		
L. Dubé	do	600 00		
J. Thibodeau	do	600 00		
W. Rozon	do (less fines)	594 67		
P. Clarke	do	600 00		
W. Bergin	do to 15th June, 1887 (on leave of absence without salary)	575 00		
G. Plante	do	600 00		
P. Lagacé	do	600 00		
J. Bathurst	do	600 00		
A. J. Bissonnette	do	600 00		
H. Cousineau	do	600 00		
S. Gorman	do	600 00		

S. Laramée	do		600 00
G. Lefebvre	do		600 00
C. A. E. Terroux	do		600 00
J. Giroux	do		600 00
F. O. Beaulnes	do	(less fine)	599 00
N. Ouson	do		600 00
J. B. Moreau	do		600 00
P. Jacques	do		600 00
J. F. McShane	do		450 00
J. Lussier	do		442 50
T. Callaghan	do		435 00
H. Flanaghan	do		427 50
J. A. Boudreau	do		427 50
J. L. E. Doray	do	to 21st October, 1886; resigned; re-appointed 14th February, 1887	298 75
J. G. Grant	do		420 00
A. Carrière	do		420 00
J. Power	do		420 00
J. McAlee	do		420 00
J. Fenaughty	do		420 00
J. Meehan	do		420 00
L. E. Carle	do		420 00
J. Taylor	do		420 00
J. Bourgeois	do		420 00
W. F. Mitchell	do		420 00
A. E. Dumesnil	do	(less fine)	419 50
F. S. Dagenais	do		420 00
A. Daoust	do	(on leave without salary from 16th to 30th June, 1887)	402 50
A. Mathieu	do		420 00
J. Valeur	do		420 00
W. Mazurette	do	to 31st October, 1886 (resigned)	140 00
J. Nugent	do		420 00
J. Gigère	do	to 31st October, 1856 (resigned)	140 00
J. A. Collard	do		420 00
J. King	do		420 00
A. Duboulay	do		412 50
J. Pepin	do		412 50
M. Lepine	do		412 50
J. B. Sauriol	do		405 00
T. Latimer	do		412 50
J. L. Bisson	do		405 00
M. O'Mahony	do		405 00
A. Lortie	do		405 00
A. Bélair	do		405 00
T. J. Kelly	do		405 00
T. Moore	do		390 00
J. H. Lapierre	do	to 28th February, 1887 (resigned)	260 00
D. R. Perrault	do		390 00
F. Pepin	do		390 00
J. Ledoux	do	(less fine)	382 00

A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	MONTREAL POST OFFICE—*Concluded.*	$ cts.	$ cts.	$ cts
M. Miggins	Letter Carrier	367 50		
L. Mercille.	do	360 00		
J. St. Jean	do	360 00		
E. McKenna	do	360 00		
J. J. Collins	do from 1st October; also Temporary Letter Carrier, from 23rd September, 1886	278 00		
A. Poitevin	do do do do 27th September, 1886	274 00		
W. Harney	do do do do 30th September, 1886; (suspended from 3rd to 5th January, 1887)	268 10		
J. T. McRobie	do from 7th October, 1886	264 20		
F. Chabot	do from 24th January, 1887	157 74		
P. Campbell	do from 1st February, 1887 (less fine)	149 50	34,767 93	
J. Paiement	Temporary Letter Carrier	360 00		
J. P. L. de Martigny	do from 6th August, 1886, to 28th February, 1887 (resigned)	185 81		
A. Achin	do from 11th October, 1886 (suspended from 3rd to 5th January, 1887)	257 42		
J. Lemieux	do from 11th October, 1886	260 32		
L. J. St. Jean	do from 12th February, 1887	138 21		
M. Villneuve	do from 11th May, 1887	50 32		
T. Boismenu	do from 16th May, 1887	45 48		
J. Valiquette	do from 17th May, 1887	44 50		
A. Gauthier	do from 6th June, 1887	25 00	1,367 06	
J. Collins	Letter Stamper	600 00	600 00	
J. Maher	Messenger	600 00		
J. Bennett	do	420 00		
L. Renois	do	600 00	1,620 00	
	Total, Montreal Post Office			107,919 60
	QUEBEC POST OFFICE.			
A. J. Tourangeau	Postmaster	2,000 00		

J. E. Bolduc	Assistant Postmaster	1,400 00	
			3,400 00
C. Chamberland	2nd Class Clerk	1,200 00	
A. W. LeBel	do	1,200 00	
W. Hanford	do	1,200 00	
L. A. Rochette	do	1,000 00	
			4,600 00
W. White	3rd do	800 00	
Z. Gagnon	do	800 00	
E. English	do (suspended from 1st September, 1886, to 30th June, 1887).	133 34	
F. Gaboury	do	800 00	
M. Myler	do	800 00	
U. Vézina	do	800 00	
J. B. Caouette	do	760 00	
J. B. Turner	do	680 00	
O. Plamondon	do	630 00	
P. E. Lane	do	610 00	
H. Morisette	do	560 00	
L. L'Heureux	do	560 00	
C. Workman	do	520 00	
W. H. A. Eckhardt	do	490 00	
J. J. Battle	do	460 00	
L. J. H. Larue	do	450 00	
M. Pelletier	do	540 00	
F. O'Dowd	do	420 00	
			10,813 34
N. Giasson	Letter Carrier to 30th April, 1887 (transferred to Quebec Inspector's Office)	500 00	
T. Reynar	do	600 00	
R. Wilkinson	do	600 00	
V. Houle	do	600 00	
R. Pelletier	do	600 00	
H. P. Kelly	do	600 00	
L. Guay	do	547 50	
J. P. F. Gingras	do	547 50	
P. N. Gauvin	do	420 00	
J. Desroches	do	520 00	
E. Duheault	do	420 00	
D. Mercier	do	420 00	
A. Pelletier	do	420 00	
N. U. Joannet	do	420 00	
F. X. Ouellet	do	420 00	
J. A. Boulet	do	420 00	
R. Blackburn	do	405 00	
A. Samson	do	360 00	
L. E. Simard	do	360 00	
C. N. Langlois	do	360 00	
			9,540 00
E. Emond	Temporary Letter Carrier	360 00	
			360 00

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
	QUEBEC POST OFFICE—*Concluded.*	$ cts	$ cts.	$ cts
J. Evarts	Messenger	520 00		
T. Dénéchaud	do Office-Keeper	860 00		
			1,380 00	
	Total, Quebec Post Office			30,093 34
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of Revenue collected by them (see total of following statement)			1,971 59
	Proportion of salaries transferred from Ontario :—			
	Of Ottawa Inspector, Staff and Railway Mail Clerks			3,614 25
	Of Ocean Mail Clerks			1,714 03
	Total			$38,910 29

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, B.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
32 47	Abbott's Corners	16 00		
299 30	Abbottsford	120 00		
35 03	Abenaquis	12 00		
45 45	Abenaquis Springs (summer office)	24 00		
239 59	Abercorn	100 00		
967 00	Acton Vale	400 00	150 00	40 00
164 63	Adamsville	60 00		
144 99	Adderley	34 50		
33 16	Adstock	11 50		
561 65	Agnes (* from 1st July, 1886)	240 00	*9 00	
26 25	Aird	20 00		
157 54½	Allan's Corners	60 00		
37 61	Allumette Island	15 00		
213 02	Amqui	57 50		
92 46	Ancienne Lorette	50 00	8 00	
34 53	Anderson's Corners	12 00		
58 24	Ange Gardien	30 00		
189 38	Ange Gardien de Rouville	59 00		
70 24	Angeline	36 00		
206 41	Angers	60 00		
8 73	Annesley	11 50		
22 80	Antoinette	16 00		
25 00	Apple Grove	16 00		
88 61	Armagh	40 00		
216 65	Armand	47 50		
1,286 31	Arthabaskaville	440 00	30 00	60 00
29 92	Arthurville	12 00		
94 72	Arundel	29 50		
65 50	Asbestos	20 00		
108 30	Ascot Corner	35 00	6 00	
111 92	Aston Station	50 00	40 00	
320 93	Athelstan	100 00		
53 50	Aubert Gallion	29 50		
106 36	Aubrey	34 50		
63 84	Avignon	36 00		
76 13	Avoca	23 00		
343 87	Ayer's Flat	115 00		
1,309 41	Aylmer, East	480 00	108 00	60 00
240 25	Aylwin	70 00		
197 71	Bagotville	74 00	10 00	
4 00	Baie de la Trinité	15 00		
4 81	Baie des Rochers	15 00		
149 50	Baillargeon	28 00		
120 12	Baldwin's Mills	31 50		
89 50	Barachois de Malbaie	48 00		
234 49	Barnston	140 00	12 00	
100 82	Barrington	48 00		
5 53	Bas de l'Anse (from 1st June, 1886)	8 33		
190 75	Bassin du Lièvre	57 00		
498 17	Batiscan	175 00	120 00	
83 02	Beauce Junction	31 00		
915 62	Beauharnois	420 00	60 00	40 00

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts	$ cts.	$ cts.
14 12	Beaulac	12 00		
61 98	Beaulieu	24 00		
74 65	Beaumont	40 00		
264 36	Beauport	120 00		
61 61	Beaupré	24 00	10 00	
95 51	Beaurivage	43 00		
27 25	Beauvoir (from 1st June, 1888)	13 33		
417 08	Bécancour	140 00	48 00	
225 42	Bécancour Station	80 00	24 00	
1,011 31	Bedford	360 00		40 00
190 66	Beebe Plain	90 00		
52 50	Beech Grove	20 00		
37 40	Beech Ridge	20 00		
40 47	Belle Anse	17 50		
133 51	Bellerica	39 00		
168 20	Belle Rivière	60 00		
11 12	Belle Vallée	11 50		
46 00	Belle Mount	16 00		
37 93	Belmina	23 00		
120 76	Belœil Station	57 50		
223 25	Belœil Village	90 00		
24 49	Bennett	11 50		
0 58	Beranger (from 1st February, 1887)	1 67		
180 20	Bergerville	80 00		
43 45	Bersimis (*including arrears)	50 00	*57 50	
192 45	Berthier (*en bas*)	72 00		
1,285 21	Berthier (*en haut*)	440 00	100 00	60 00
102 16	Bethel	39 00		
541 76	Bic	200 00		
204 31	Bienville	80 00		
138 70	Birchton	40 00		
194 62	Bishop's Crossing	72 00	4 00	
23 47	Bisson	18 00	4 00	
176 21	Black Cape	95 00		
49 23	Blanche	15 00		
33 45	Blanchet	19 00		
79 05	Blandford	28 50		
69 17	Boileau	32 00		
8 13	Bois de Filion	10 00		
73 16	Bois Francs	4 16		
24 08	Bolduc	12 00		
203 00	Bolton Centre	87 50	20 00	
105 41	Bolton Forest	34 00		
37 00	Bolton Glen	16 00		
48 10	Bonaventure Island	34 50		
123 00	Bonaventure River	47 50		
24 82	Bon Désir	11 50		
	Bonne Espérance (accounts not received)			
102 00	Booth	30 00		
47 61	Bord à Plouffe	34 50		
30 04	Bordeaux	12 00		
13 00	Boscobel	12 00		
0 79	Botreau	11 50		
198 63	Boucherville	96 00		
140 80	Bouchette	36 00		
3 00	Bougie	11 00		
135 00	Boulogne	50 00		

A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B —Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
119 64	Bourg Louis	35 00		
91 61	Boynton	32 00		
157 40	Brigham	71 50		
383 18	Bristol	150 00	40 00	
42 32	Britannia Mills	20 00		
32 33	Britonville	16 00		
40 88	Broadlands	11 50		
218 46	Brome	80 00		
21 28	Brompton	12 00		
197 75	Brompton Falls	60 00		
59 00	Brookbury	20 00		
62 79	Brookdale	20 00		
22 35	Broughton	16 00		
137 36	Broughton Station (*including arrears)	75 00	*162 00	
160 38	Brownsburg	50 00		
651 04	Bryson	240 00	80 00	
2,252 90	Buckingham	600 00	40 00	100 00
77 50	Buckland	24 00		
120 09	Bulwer	50 00		
20 62	Burnside	16 00		
21 93	Bute	16 00		
580 63	Cacouna (*including season allowance)	*219 00		40 00
15 58	Cairnside	13 00		
63 63	Caldwell	20 00		
74 41	Calumet Island	35 00		
33 93	Cambria	15 00		
38 49	Canterbury	15 00		
109 07	Cantley	35 50	12 00	
44 83	Cap à l'Aigle (*including season allowance)	*45 00		
126 55	Cap Chat	57 50		
57 89	Cap des Rosiers	32 00		
357 22	Cape Cove	110 00		
319 93	Capelton	175 00		
31 66	Cape Ozo	16 00		
72 25	Caplin River	37 50		
84 00	Cap Magdeleine	30 00		
113 86	Cap Rouge	50 00		
252 50	Cap St. Ignace	120 00		
212 41	Cap Santé	72 00		
28 01	Capucins	19 00		
323 24	Carillon	160 00	40 00	
260 33	Carleton	135 00		
3 50	Carleton, West (from 1st March, 1887)	0 84		
29 59	Cartier	11 50		
24 90	Cartierville	12 00		
60 30	Caseault	20 00		
38 20	Cascades	28 50		
2 72	Cassville (from 1st Feb, 1887)	1 66		
49 00	Castlebar	24 00		
255 00	Caughnawaga	78 00		
218 77	Causapscal	57 50		
80 38	Cavignac (from 1st Sept., 1886)	6 33		
165 24	Cazaville	50 00		
218 00	Cedar Hall	35 00		
250 28	Cedars	69 00		
437 11	Chambly Basin	160 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
590 04	Chambly Canton	240 00		
129 00	Chambord	40 00		
366 50	Champlain	147 50	10 00	
26 25	Channay	16 00		
12 18	Chantelle	11 50		
228 36	Chapeau	100 00		
50 26	Charlemagne	30 00		
113 11	Charlesbourg	40 00		
5 38	Charrington	11 50		
34 82	Charteris	11 50		
63 79	Chartierville	16 00		
61 01	Chatboro'	20 00		
123 76	Chateauguay	49 50		
119 40	Chateauguay Basin	40 00		
145 33	Chateau Richer (5 Quarters)	62 50		
27 06	Chatillon	12 00		
34 45	Chaudière Curve	40 00		
73 60	Chaudière Mills	28 50		
43 47	Chaudière Station	28 50		
77 00	Chaumont	23 00		
478 14	Chelsea (*including arrears)	180 00	*14 00	
18 34	Chemin Taché	12 00		
166 07	Cheneville	43 00		
45 34	Cherry River	20 00		
147 00	Chester	67 50		
98 38	Chichester	60 00	12 00	
1,329 71	Chicoutimi	400 00	120 00	40 00
3 20	Chilton	11 50		
60 00	Chlorydormes	30 00		
63 58	Chûte aux Iroquois	32 00		
12 08	Clairvaux	10 00		
61 92	Clairvaux de Bagot	30 00		
25 62	Clapham	12 00		
560 45	Clarenceville	180 00	16 00	
2,921 20	Coaticook	720 00	80 00	120 00
69 23	Coleraine Station	27 00	29 00	
105 04	Collfield	36 00		
150 50	Como	60 00		
755 10	Compton	380 00	48 00	40 00
87 42	Contrecœur	48 50		
863 14	Cookshire	290 00		
52 00	Corbin	24 00		
18 01	Corliss (from 1st Sept, 1886)	5 83		
33 68	Corner of the Beach	16 00		
177 00	Coteau du Lac	60 00		
380 07	Coteau Landing	160 00	48 00	
215 09	Coteau Station	80 00	20 00	
148 15	Côte des Neiges	72 00		
502 27	Côte St. Antoine	155 00		
61 40	Côte St. Louis	32 00		
31 66	Côte St. Michel	16 00		
232 60	Côte St. Paul	80 00		
38 06	Côte St. Pierre	16 00		
25 09	Côte Visitation	16 00		
88 00	Covey Hill	30 00		
1,596 42	Cowansville	500 00		60 00
123 50	Craig's Road Station	50 00	80 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
35 75	Cranbourne	16 00	10 00	
14 19	Creemore	10 00		
84 13	Cross Point	44 00	80 00	
32 07	Culduff (*including arrears)	*21 00		
33 32	Cumberland Mills	16 00		
224 70	Cushing	90 00	12 00	
4 00	Dablon (from 1st Sept., 1886)	5 83		
93 81	Dalesville	44 00		
31 14	Dalibaire	20 00		
52 28	Dalling	19 00		
168 51	Danby	64 00		
28 19	Danford Lake	15 00		
1,795 49	Danville	520 00	32 00	80 00
26 16	D'Auteuil	12 00		
4 16	Dee Side	10 00		
86 07	Denison's Mills	24 00		
2 66	Dequen (from 1st Sept, 1886)	5 83		
14 80	DeRamsay	12 00		
306 68	Deschambault	100 00		
266 55	Desjardins	35 00		
190 83	Dewittville	64 00	12 00	
65 57	Dillonton	30 00		
322 64	D'Israeli	120 00		
206 62	Dixville	80 00		
5 67	Dolbeau	11 50		
6 11	Domaine de Gentilly	10 00		
76 32	Dorval	36 00		
141 47	Douglastown	56 00		
65 06	Doyle	16 00		
1,261 07	Drummondville	390 00	16 00	40 00
76 21	Duclos	24 00		
117 62	Dudswell Centre	46 00	4 00	
93 24	Dufresne Mills	28 50		
53 89	Dumoine	11 50		
18 77	Dunany	12 00		
21 41	Dunboro'	12 00		
164 18	Dundee	80 00		
449 83	Dunham	247 50	16 00	
39 20	Dunraven	16 00		
147 60	Eardley	67 50		
415 57	East Angus	95 00		
312 75	East Arthabaska	120 00		
110 50	East Bolton	40 00		
105 71	East Broughton	32 00		
69 00	East Clifton	32 00		
13 71	East Dudswell	11 50		
87 92	East Dunham	33 00		
204 38	East Farnham	90 00		
26 03	East Hereford	16 00		
8 00	East Magdala	10 00		
219 97	Eastman	65 50		
753 35	East Sherbrooke (*including arrears)	*284 50		
279 91	East Templeton	90 00		
207 18	Eaton	102 00		
86 11	Echo Vale	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
231 22	Eden Dale	80 00		
9 97	Edina	10 00		
38 76	Egg Island	20 00		
76 60	Egypte	20 00		
24 12	Elgin Road	11 50		
88 26	Elmside	36 00		
132 68	Emileville	36 00		
28 00	English Bay (*previously over-credited.	*6 00		
22 11	Erle (re-opened 1st May, 1886)	9 16		
90 90	Escuminac	24 00		
39 46	Esquimaux Point	47 50		
	Etang du Nord (*including arrears)	*72 50		
661 89	Etchemin	260 00		
	Fairfax (from 1st Feb., 1887)	1 66		
25 00	Farnboro'	12 00		
28 66	Farndon	14 00		
1,504 51	Farnham	480 00	24 00	60 00
60 03	Farnham, Centre	32 00		
120 65	Father Point	60 00	48 00	
98 48	Fecteau's Mills	36 00		
60 50	Fernetville	30 00	22 00	
290 89	Fitch Bay	90 00		
1 23	Fleurant	12 00		
67 00	Fleuriau	16 00		
89 07	Flodden	30 00		
9 66	Fontenelle	10 00		
12 14	Fontenoy	10 00		
381 15	Fort Coulonge (*including arrears)	120 00	*16 50	
52 96	Fortierville	24 00		
8 46	Fortin	10 00		
55 96	Fort William	20 00		
52 00	Foster	24 00		
4 33	Fox Bay	12 00		
152 09	Fox River	60 00	20 00	
146 73	Frampton	60 00	8 00	
225 92	Franklin, Centre (*including arrears)	*111 50		
16 00	Frechette	13 00		
567 42	Frelighsburg	260 00	16 00	
184 55	French Village	80 00		
47 00	Frontier	20 00		
36 20	Frost Village	30 00		
36 77	Fulford	20 00		
18 00	Galson	12 00		
24 58	Garland	11 00		
40 00	Garneau	16 00		
370 57	Garthby Station	100 00		
19 43	Gasparine	11 50		
721 32	Gaspé Basin	300 00	125 00	40 00
34 59	Gaspé Bay, South	11 50		
29 86	Geneva	16 00		
21 02	Genoa	12 00		
356 09	Gentilly	147 50	4 00	
444 00	Georgeville	160 00	10 00	
17 44	Geraldine	12 00		
	Gethsemani (from 1st Sept., 1886)	5 00		

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Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts	$ cts.	$ cts.
67 70	Glen Almond	11 00		
40 75	Glen Bean	11 50		
16 35	Glen Farnham	12 00		
7 90	Glen Ives	11 50		
11 66	Glenlivet	11 50		
47 59	Glen Lloyd	16 00		
219 93	Glen Murray	80 00		
151 36	Glen Sutton	60 00		
14 30	Godbout	18 00		
149 64	Gould	120 00		
11 97	Gould Station	16 00		
134 22	Gracefield	55 00		
24 87	Granboro'	14 00		
1,298 15	Granby	440 00	36 00	60 00
168 00	Grande Baie	77 50	8 00	
25 47	Grand Cascapediac	12 00		
9 87	Grandes Coudée	10 00		
	Grand Entry (3 Quarters)	12 50		
60 00	Grand Frenières	24 00		
171 59	Grand Grève	64 00		
188 93	Grande Ligne	80 00		
290 33	Grand Metis	140 00		
178 13	Grand Pabos	70 00		
139 24	Grandes Piles (*including arrears)	*70 50	*47 50	
185 95	Grand River	120 00		
31 56	Grand St. Esprit	11 50		
35 14	Grand Valley	18 50		
11 59	Green River (*previously overcredited)	*9 00		
38 08	Green Mount	20 00		
868 15	Grenville (*including arrears)	320 00	*34 00	40 00
2 36	Griffin (from 1st Feb., 1887)	1 67		
74 62	Griffin's Cove	20 00		
87 12	Grindstone Island	40 00		
158 91	Grondines	60 00		
12 38	Grosses Roches	11 50		
51 01	Guigues	15 00		
91 12	Hadlow Cove	40 00		
87 79	Hallerton	30 00		
14 73	Hall's Stream	16 00	12 00	
22 28	Halverson	12 00		
16 50	Hamilton Cove	10 00		
13 50	Hardwood Flat (from 1st July, 1886)	7 50		
35 65	Harrington, East	16 00		
6 00	Haseville	10 00		
65 35	Hathaway	24 00		
510 26	Hatley	150 00		
18 84	Heathon (from 1st Feb., 1887)	1 67		
29 93	Hedleyville	24 00		
71 98	Helena	50 00		
54 15	Hemison	24 00		
687 17	Hemmingford	260 00	60 00	
53 50	Henesy	20 00		
45 71	Henrysburg	16 00		
262 29	Henryville	120 00		
77 00	Herdman	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
24 03	Hereford	12 00		
38 11	Heyworth	28 00		
157 43	High Rock	64 00		
13 79	Hill Head	11 50		
277 65	Hillhurst	57 50		
1,658 46	Hochelaga (5 Quarters)	590 00		100 00
39 87	Holland's Mills	15 00		
60 96	Holton	20 00		
36 34	Hopetown (*including arrears)	*18 00		
60 48	House Harbor	20 00		
518 41	Howick	200 00		
243 86	Hudson	80 00		
2,284 23	Hull (*special allowance)	1,000 00	*500 00	
28 62	Hunter's Point (from 1st Nov., 1886)	4 16		
28 23	Hunterstown	20 00		
1,782 74	Huntingdon	500 00	64 00	60 00
68 28	Huntingville	30 00		
788 09	Inverness	272 50	160 00	
41 00	Iron Hill	20 00		
118 10	Ironside	56 00		
26 99	Irvine	12 00		
150 65	Island Brook	44 00		
25 04	Isle aux Coudres	15 00		
74 87	Isle aux Grues	36 00		
21 38	Isle Bizard	12 00		
49 16	Isle Dupas	20 00		
36 66	Isle Perrot	16 00		
23 90	Isle Perrot, Nord	12 00		
608 32	Isle Verte	240 00	8 00	
1 60	Ives (from 1st March, 1887)	0 83		
153 52	Jersey Mills	60 00	20 00	
102 92	Johnville	36 00		
1,896 80	Joliette	724 00	84 00	100 00
112 00	Jonquières	36 00		
16 65	Joynt	12 00		
488 51	Kamouraska (*including season allowance)	*278 00		
44 68	Katevale	16 00		
185 99	Kazubazua	80 00		
27 82	Keith	16 00		
91 48	Kelso	44 00		
4 00	Kennebec Line	10 00		
72 32	Kensington	28 00		
6 86	Kilbain (from 1st Nov., 1886)	5 00		
99 48	Kildare	40 00		
184 53	Kingsbury	68 00		
58 33	Kingscroft	24 00		
50 58	Kingsey	24 00		
530 80	Kingsey Falls	210 00		
280 25	Kinnear's Mills	100 00		
119 58	Kippawa	50 00		
39 25	Kirkdale	13 00		
22 71	Kirk's Ferry	16 00		
1,173 22	Knowlton	420 00	24 00	60 00
24 00	Knowlton Landing	16 00		

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$ cts.		$ cts.	$ cts.	$ cts.
422 32	La Baie (*including arrears)	*185 00	40 00	
235 00	Labarre (*including arrears)	*135 00	*47 50	
868 31	La Beauce	260 00	16 00	
20 42½	Laberge	14 00		
95 53	L'Acadie	32 00		
73 06	Lac à la Tortue	30 00		
57 66	Lachenaie	23 00		
378 55	La Chevrotière	75 00		
2,405 05	Lachine	520 00		80 00
33 99	Lachine Rapids	20 00		
1,575 16	Lachute	480 00	100 00	60 00
480 98	Lachute Mills	160 00		
62 85	Lac Masson	24 00		
	Lac Noir	11 50		
696 47	Lacolle	285 00	16 00	40 00
16 92	Lac Ouareau (closed 31st Dec., 1886)	8 50		
4 93	Lac Rond (from 1st June, 1886)	8 33		
24 66	Lac Simon	17 50		
20 22	La Conception	12 00		
12 45	La Décharge de la Riv. L'Ours (from 1st Feb., 1886)	11 67		
25 16	La Fayette	11 50		
91 83	La Guerre	36 00		
75 07	Lake Aylmer	19 50		
23 73	Lake Beauport	12 00		
80 00	Lake Etchemin (5 Quarters)	25 00		
81 03	Lakefield	32 00		
101 65	Lake St. Joseph	36 00		
13 38	Lake St. Mary	11 50		
150 83	Lake Temiscamingue	44 00		
29 03	Lakeview	12 00		
209 50	Lake Weedon	80 00		
132 10	Lamartine	48 00	4 00	
362 21	Lambton	135 00	30 00	
24 58	Landreville	12 00		
38 46	Land Villa	22 00		
51 57	Langevin	20 00		
30 16	L'Annonciation	11 50		
190 00	Lanoraie	90 00		
17 08	L'Anse à la Cabane (7 Quarters)	17 50		
135 31	L'Anse à Giles	50 00		
4 00	L'Anse au Beaufils (from 1st March, 1887)	0 83		
59 70	L'Anse au Foin	20 00		
69 00	L'Anse aux Gascons	39 00		
53 00	L'Anse St. Jean	20 00		
220 51	La Patrie	79 00		
34 50	La Petite Rivière	16 00		
34 50	La Petite Rivière, St. François	20 00		
24 17	La Plaine	16 00		
470 74	Laprairie	240 00	10 00	
136 33	La Présentation	47 50		
15 95	La Rochelle	16 00		
51 56	Lascelles	20 00		
677 40	L'Assomption	360 00	12 00	40 00
	Laterrière (accounts not received)			
38 55	Latour's Mills	30 50		
11 35	Laurel	10 00		
460 39	Laurentides	160 00		

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$ cts.		$ cts.	$ cts.	$ cts.
425 71	Lauzon	200 00		
14 79	Laval	12 00		
124 87	Lavaltrie	43 00		
303 60	L'Avenir	120 00		
255 72	Lawrenceville	100 00		
30 72	Learned Plain	16 00		
218 24	Leclercville	80 00		
61 85	Le Collége d'Arthabaska	40 00		
63 54	Leeds	28 00	32 00	
308 77	Leeds Village	96 00	8 00	
47 67	Lemesurier	16 00		
1,617 77	Lennoxville	600 00	120 00	80 00
32 00	Leopold	11 50		
464 50	L'Epiphanie	150 00	80 00	
11 45	Les Dalles	11 50		
234 55	Les Eboulements	100 00	16 00	
86 67	Les Ecureuils	40 00		
137 30	Les Escoumains	70 00		
7 72	Les Fonds (from 1st Feb., 1887)	1 67		
24 81	Les Grandes Bergeronnes	12 00		
21 58	Les Petites Bergeronnes	12 00		
1,330 58	Lévis	500 00		80 00
31 49	Libbytown	12 00		
103 34	Lime Ridge	31 50		
12 39	Linda	11 50		
68 88	Lineboro'	20 00		
54 25	Linière	20 00		
143 60	Lisgar Station	47 50		
728 77	L'Islet	240 00		
138 09	Little Cascapedia (3 Quarters)	58 00		
285 24	Little Métis	120 00	20 00	
96 80	Little Pabos	25 50		
53 50	Little River, East	11 50		
65 80	Lochaber Bay	17 50		
143 55	Long Point	47 50		
6 30	Long Point of Mingan	11 50		
456 94	Longueuil	200 00		
175 56	Lorette	64 00		
270 00	Lorne	110 00		
30 12	Lost River (*including arrears)	16 00	*6 00	
309 78	Lotbinière	157 50	12 00	
34 99	Louisa	11 50		
1,332 40	Louiseville	400 00	72 00	40 00
13 50	Lourdes	12 00		
43 13	Lourdes du Blanc Sablon	18 00		
117 33	Low	47 00		
52 17	Lower Ireland	16 00		
22 40	Lucerne	11 50		
127 04	Luskville	18 00		
48 44	Lysander	18 00		
209 79	Lyster	80 00		
173 39	Lyster Station	49 50		
	McDonald's Cove	24 00		
352 00	Macnider	132 00		
3 52	Maddington (office closed ; arrears of revenue)			
53 28	Maddington Falls	14 50		

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$ cts.		$ cts.	$ cts.	$ cts.
75 69	Magdalen Islands	50 00		
17 00	Magenta	12 00		
1,376 89	Magog	420 00		60 00
3 79	Magoon's Point.	10 00		
43 82	Magpie (6 Quarters)	45 00		
45 50	Maisonneuve	21 00		
80 10	Malmaison	39 00	30 00	
36 82	Malvina	21 50		
318 87	Maniwaki	135 00		
523 15	Mansonville Potton.	177 00		
103 27	Mansonville Station	47 50		
197 06	Maple Grove	64 00	12 00	
31 26	Maple Hill	16 00		
34 18	Maple Leaf.	16 00		
55 48	Maple Ridge	24 00		
322 55	Marbleton	100 00		
216 83	Maria	100 00		
35 00	Maria Capes	24 00		
38 21	Maritana	16 00		
1 88	Marlington (from 1st Feb, 1887)	1 67		
41 00	Marlow	20 00		
35 23	Marsboro'	24 00		
157 15	Marsden	60 00		
166 64	Martinville.	47 50		
190 30	Mascouche	80 00		
75 25	Mascouche Rapids (from 1st July, 1886)	7 50		
107 60	Masham Mills	40 00		
81 50	Maskinongé	24 00	20 00	
240 27	Massawippi	90 00		
5 88	Masson (from 1st March, 1887)	0 83		
24 00	Mastigoche	12 00		
408 10	Matane	200 00	40 00	
306 81	Matapedia	80 00	80 00	
43 35	Mawcook	20 00		
23 94	Mayo	16 00		
45 03	Melboro'	20 00		
603 12	Melbourne	240 00	60 00	40 00
217 67	Melochville	80 00		
23 30	Mercier	14 00		
189 70	Metabetchouan	60 00		
16 62	Metgermette	12 00		
130 10	Méthot's Mills	60 00	24 00	
54 88	Milby	24 00		
175 06	Mile End	100 00		
21 80	Miletta	10 00		
36 92	Mille Isles	20 00		
47 11	Mille Vaches	30 00		
35 31	Millfield	20 00		
100 87	Millington	28 50		
173 57	Milton, East.	50 00		
23 48	Mingan	20 00		
3 32	Minton (from 1st Feb., 1887)	1 67		
33 09	Mirabel	16 00		
9 07	Miranda	10 00		
162 59	Moe's River	64 00		
23 88	Moisie	20 00		
76 82	Mongenais	30 00		

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Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
31 17	Montcalm	16 00		
21 71	Montcerf (from 1st June, 1886)	8 33		
29 88	Mont Dufresne	10 00		
667 61	Montebello	232 50	48 00	
43 09	Montfort	15 00		
68 00	Mont Louis	28 00		
1,541 83	Montmagny	480 00	40 00	60 00
105 75	Montmorency Falls	52 00		
27 94	Mont Morin	12 00		
235,549 33	Montreal (salaries and expenses entered elsewhere)			
103 33	Mont St. Hilaire	39 00		
28 96	Mont St. Nicholas	16 00		
31 62	Moore's Station	20 00		
61 50	Morin Flats	30 00	6 00	
74 00	Mount Carmel	32 00		
100 21	Mount Johnson	40 00		
	Mount Loyal (3 Quarters)	7 50		
13 93	Mount Maple	11 50		
19 74	Mount Oscar	12 00		
515 44	Murray Bay	200 00	120 00	
81 65	Mystic	36 00		
9 43	Nadeau's Crossing	10 00		
99 68	Namur	40 00		
566 66	Napierville	200 00		
32 63	Natashquan	12 00		
67 00	Neigette	30 00		
118 13	Neilsonville	34 00		
23 85	New Armagh	12 00		
51 12	Newbois	19 00		
445 33	New Carlisle	175 00		
244 97	New Glasgow	90 00		
12 00	New Ireland	12 00		
164 11	New Liverpool	80 00		
97 65	Newport	43 00		
103 03	Newport Point	42 50		
92 59	New Richmond (*including arrears)	*95 00	12 00	
295 75	New Rockland	75 00		
1,238 22	Nicolet	400 00	120 00	40 00
157 04	Nicolet Falls	32 00		
18 62	Norcliffe	17 50		
16 60	Normandin	12 00		
2 95	Nominingue (from 1st Feb., 1887)	1 67		
17 63	North Clarendon (from 1st July, 1886)	7 50		
228 21	North Coaticook	78 00		
1 37	Northfield Farm (from 1st March, 1887)	0 83		
42 24	North Georgetown	24 00		
106 48	North Ham	48 50	8 00	
293 36	North Hatley	100 00		
13 50	North Hill	11 50		
36 00	North Low	12 00		
179 08	North Nation Mills	60 50		
78 36	North Onslow	36 00		
23 70	North Pinnacle	15 50		
64 14	North Stanbridge	20 00		
6 00	North Stoke	12 00		
59 23	North Sutkely	13 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
79 00	North Sutton	24 00		
15 22	North Temiscamingue (from 1st Oct., 1886)	5 00		
305 23	North Wakefield	76 00	40 00	
30 53	North Wolfestown	10 00		
47 95	Norton Creek	40 00		
57 37	Notre Dame de Betshiamits	24 00		
324 16	Notre Dame de Grâce	120 00		
102 55	Notre Dame de la Salette	15 00		
16 00	Notre Dame de l'Isle Verte	14 00		
67 37	Notre Dame de Rimouski	48 00		
30 64	Notre Dame des Anges	15 00		
22 20	Notre Dame des Bois (1 Quarter)	10 00		
307 90	Notre Dame de Stanbridge	100 00		
247 50	Notre Dame du Lac	95 00		
74 63	Notre Dame du Laus	26 00		
9 14	Notre Dame du Pont Main	11 50		
122 63	Notre Dame du Portage	60 00		
	Nouvelle	12 00		
135 88	Noyan	60 00		
53 73	Nutt's Corners	19 00		
55 28	Oak Point	16 00		
18 69	O'Connell	12 00		
53 38	Odelltown	19 00		
168 69	Oka	60 00		
68 08	Old Chelsea	25 00		
37 67	Old Lake Road	14 50		
19 00	Oliver	12 00		
47 22	Opemican	14 00		
957 38	Ormstown	300 00		
118 31	Otter Lake	48 00		
31 43	Outremont (from 1st Sept., 1886)	5 83		
6 00	Painchaud	12 00		
665 86	Papineauville	235 00	12 00	
73 21	Paquette	30 00		
23 44	Parisville	16 00		
49 44	Parkhurst	30 00		
595 24	Paspebiac	261 50	100 00	
9 45	Pasteur	15 00		
134 03	Pauline	12 00		
26 37	Pearceton	16 00		
23 00	Pelissier	12 00		
38 05	Peninsula, Gaspé	16 00		
51 32	Penticost River	16 00		
517 82	Percé	260 00	24 00	
46 85	Perkins	20 00		
26 15	Perryboro'	16 00		
61 76	Petite Matane	20 00		
4 72	Petite Vallée	10 00		
17 58	Petits Meschins	12 00		
58 12	Peveril	24 00		
222 80	Philipsburg, East	74 00		
41 96	Piedmont	30 00		
642 63	Pierreville	220 00		
102 00	Pierreville Mills	50 00		
88 69	Pigeon Hill	34 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
124 42	Pike River	44 00		
76 33	Piopolis	36 00		
131 06½	Plaisance	40 00		
9 00	Pointe au Bouleau (*from 1st July, 1883)	14 00	*6 00	
109 00	Pointe au Chêne	50 00		
364 20	Pointe au Pic (*including season allowance)	*195 00		
130 00	Pointe aux Orignaux	40 00		
168 88	Pointe aux Trembles, Hochelaga (*including arrears)	*92 50		
141 87	Pointe aux Trembles, Port Neuf	64 00		
45 41	Pointe Bleue	16 00		
273 44	Pointe Claire	80 00		
161 36	Pointe du Lac	60 00		
322 41	Pointe Fortune	130 00		
245 27	Pointe Gatineau	80 00		
10 00	Point Platon (summer office)	10 00		
2,713 85	Point St. Charles	600 00		100 00
319 35	Point St. Peter	135 00		
71 92	Pointe Sèche	60 00		
26 92	Poltimore	12 00		
37 29	Pont Chateau	16 00		
472 50	Pont de Maskinongé	140 00	16 00	
229 75	Pont Rouge	90 00		
58 00	Pont Viau	40 00		
1,034 12	Portage du Fort	360 00	6 00	40 00
36 25	Port au Persil	12 00		
193 88	Port Daniel	60 50		
33 20	Port Lewis	15 00		
393 69	Portneuf	116 00		
217 70	Portneuf Station	80 00		
35 36	Powerscourt	18 00		
82 43	Quai de Rimouski	29 50		
15 54	Quai des Eboulements (3 Quarters)	9 00		
37,512 61	Quebec (salaries and expenses entered elsewhere)			
7 32	Quinnville	10 00		
577 02	Quyon	220 00	28 00	
6 85	Racine (re-opened 1st Feb., 1887)	1 67		
52 56	Radford	19 00		
36 17	Radstock	16 00		
94 22	Randboro'	23 00		
45 81	Rannock	14 50		
103 50	Rapides des Joachims	40 00		
196 31	Rawdon	80 00		
15 75	Red Mountain	11 50		
7 77	Reedham	11 50		
57 31	Reedsdale	19 50		
85 01	Repentigny	40 00		
96 58	Riceburg	40 00		
92 51	Richardville	40 00		
1,610 34	Richmond, East	520 00		80 00
1,050 26	Richmond Station	340 00	32 00	40 00
6 00	Ridgeton	11 50		
744 53	Rigaud	240 00		
1,319 39	Rimouski	480 00	90 00	60 00
108 15	Ripon	50 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
361 90	River Beaudette	110 00	6 00	
382 47	River David	120 00		
279 73	River Desert	100 00		
33 68	Riverfield (from 1st Sept, 1886)	5 83		
68 80	River Gilbert	40 00	20 00	
58 13	River Gilbert Gold Mines (3 Quarters)	45 00		
10 50	Rivière Joseph	10 00		
20 57	Rivière à Claude	14 00		
14 86	Rivière à la Martre	12 00		
7 08	Rivière à l'Ours	10 00		
183 65	Rivière à Pierre	27 50		
12 00	Rivière aux Pins	11 50		
109 33	Rivière Bois Clair	40 00		
16 40	Rivière des Plantes (3 Quarters)	9 00		
11 50	Rivière des Prairies	16 00		
1,733 37	Rivière du Loup (* including season allowance)	*540 00	40 00	80 00
1,040 81	Rivière du Loup Station (* including arrears)	*340 00		40 00
0 18	Rivière Gagnon	12 00		
18 33	Rivière la Fleur	11 50		
27 70	Rivière la Madeleine	20 00		
41 50	Rivière Noire	14 50		
331 98	Rivière Ouelle	124 00		
10 12	Rivière St. Jean	16 00		
3 20	Rivière Ste. Marguerite (3 Quarters)	7 50		
75 00	Rivière Trois Pistoles	32 00		
27 74	Rivington	16 00		
127 26	Robertson Station	31 00		
221 86	Roberval	75 00	24 00	
406 12	Robinson	160 00	40 00	
75 45	Robitaille	29 00		
34 70	Robson (from 1st Oct. 1886)	5 00		
84 86	Rochelle	27 00		
190 62	Rockburn	64 00		
67 12	Rock Forest	18 50		
220 86	Rock Island	210 00		
22 37	Rockway Valley	11 50		
63 09	Ross Mills	32 00		
139 66	Rougemont	60 00		
172 38	Rowanton	60 00		
26 38	Roxham	12 00		
802 10	Roxton Falls	260 00		
336 09	Roxton Pond	85 00		
5 83	Ruisseau à l'Eau Chaude (from 1st Feb. 1887)	1 67		
13 00	Ruisseau à Sem	12 00		
9 00	Runnymede	10 00		
37 15	Rupert	15 00		
82 10	Russelton	40 00		
174 81	Ste. Adèle	72 00		
155 00	Ste Adélaïde	60 00		
4 22	St. Adolphe de Howard (re-opened 1st July, 1886)	7 50		
70 38	St. Adrien	29 00		
188 35	St. Agapit	47 50	6 00	
243 94	Ste. Agathe	97 50		
225 07	Ste. Agathe des Monts	65 00		
41 54	Ste Agnès	16 00		
	Ste. Agnès de Dundee (accounts not received)			

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
322 52	St. Aimé	120 00		
211 69	St. Alban	70 00		
83 67	St. Albert	29 50		
201 64	St. Alexander, Iberville	100 00		
282 00	St. Alexander, Kamouraska	120 00		
86 42	St. Alexander Station	11 50		
109 02	St. Alexis	40 00		
84 34	St. Alexis des Monts	30 00		
66 50	St. Alphonse	36 00		
43 95	St. Alphonse de Granby	16 00		
94 53	St. Amédée	31 50		
121 36	St. Anaclet	40 00		
356 22	St. André Avelin	135 00	30 00	
246 97	St. André, Kamouraska	80 00		
869 41	St. Andrew's, East	320 00	16 00	40 00
204 82	Ste. Angèle	60 00		
150 00	Ste. Angèle de Laval	47 00		
265 99	St. Anicet	90 00	12 00	
123 61	Ste. Anne de Beaupré	70 00		
554 58	Ste. Anne de Bellevue	160 00		
589 94	Ste Anne de la Pérade	200 00	20 00	
394 66	Ste. Anne des Plaines	235 00		
713 91	Ste. Anne de la Pocatière	300 00	40 00	
251 50	Ste. Anne des Monts	97 50	36 00	
85 89	Ste. Anne de Restigouche	34 50		
36 25	Ste. Anne de Sorel	18 00		
473 63	St. Anselme	140 00		
197 03	St. Antoine, Lotbinière	87 50	8 00	
249 04	St. Antoine, River Richelieu	77 00		
50 00	St. Antonin	24 00		
84 50	St. Apollinaire	30 00		
36 53	St. Armand, Centre	20 00		
306 00	St. Armand Station	117 50	100 00	
174 94	St. Arsène	60 00		
412 49	St Athanase	160 00		
234 71	St Aubert	80 00	16 00	
100 79	St. Augustin	60 00		
96 57	St. Augustin, Portneuf	40 00		
30 76	Ste. Barbe	12 00		
167 00	St. Barnabé, St Maurice	60 00	3 00	
91 38	St. Barnabé, Yamaska	40 00		
316 97	St. Barthélémi	120 00		
101 63	St. Bazile le Grand	40 00		
108 92	St. Bazile, Portneuf	44 00		
55 18	St. Bazile Station	24 00		
32 71	Ste. Beatrix	16 00		
201 68	St. Benoit	70 00		
161 66	St. Bernard	56 00		
22 39	St. Bernard, Sud (3 Quarters)	13 50		
11 74	Ste Blandine	11 50		
144 94	St. Bonaventure (3 Quarters)	36 50		
175 51	Ste. Brigide	60 00		
95 80	Ste. Brigitte des Saults	28 50		
109 70	St. Bruno	40 00	6 00	
62 38	St. Bruno de Kamouraska	17 50		
29 05	St. Bruno Station (from 1st June, 1886)	8 33		
82 84	St. Calixte de Kilkenny	24 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
220 50	Ste. Camille	65 00		
45 10	St. Canute	20 00		
560 23	St. Casimir	200 00	10 00	
15 26	St. Cassien des Caps	20 00		
78 00	Ste. Catherine	36 00		
52 24	Ste Cécile	24 00		
14 81	Ste. Cécile de Whitton	12 00		
227 50	St. Célestin	80 00		
837 52	St. Césaire	360 00		40 00
71 09	St Charles de Caplin	48 00		
266 65	St Charles, River Boyer	100 00		
202 27	St. Charles, River Richelieu	117 50		
521 14	St. Chrysostôme	180 00		
222 79	Ste. Claire	80 00	12 00	
60 48	St. Clément	20 00		
68 36	St. Clet	28 00		
112 20	Ste. Clothilde	57 00		
0 03	Ste. Clothilde de Chateauguay (from 1st Feb., '87)	1 66		
78 52	St. Columbin	28 00		
45 42	St. Côme	12 00		
107 66	St. Constant	47 00		
267 77	Ste. Croix	120 00		
793 94	Ste. Cunégonde	320 00		40 00
336 09	St. Cuthbert	150 00		
45 33	St. Cuthbert Station	20 00		
10 91	St. Cyprien	10 00		
32 63	St. Cyr	10 00		
14 00	St. Cyriac (5 Quarters)	12 50		
82 77	St. Cyrille	24 00		
249 89	St. Cyrille de Wendover	50 00		
60 59	St. Damase de Rimouski	11 50		
2 00	St. Damase des Aulnaies (from 1st March, 1887)	0 83		
157 86	St. Damase de St. Hyacinthe	60 00		
60 28	St. Damien	20 00		
45 01	St. Damien de Buckland	16 00		
130 09	St. David	40 00		
141 04	St. Denis de la Bouteillerie	50 00		
340 50	St. Denis, River Richelieu	150 00	16 00	
131 00	St. Didace	58 50		
173 37	St. Dominique	54 00		
14 00	St. Dominique des Cèdres	14 00		
33 00	St. Dominique Station (3 Quarters)	18 00	4 50	
56 47	St Donat	22 00		
11 70	St. Donat de Montcalm	11 50		
28 88	Ste. Dorothée	16 00		
19 93	St. Edouard	12 00		
97 23	St. Edouard de Napierville	40 00		
167 25	St. Edwidge	39 00		
31 24	St. Eleuthère	12 00		
62 44	St. Elie	27 50		
210 41	Ste. Elizabeth	115 00		
141 05	St. Eloi	56 00		
19 16	St. Elphège (from 1st Jan., 1887)	2 50		
150 25	St. Elzéar (* 1 Quarter; discontinued)	64 00	*1 50	
36 54	Ste. Emélie	16 00		
253 06	St. Ephrem de Tring	78 00		
771 21	St. Ephrem d'Upton (*including arrears)	252 50	*39 50	

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
146 00	St. Esprit	50 00		
87 17	St Etienne de Beauharnois	38 00		
51 83	St. Etienne de Bolton	20 00		
392 10	St. Etienne des Grès	80 00		
188 35	St. Etienne de Saguenay	26 50		
103 75	St. Eugène	31 00		
125 13	Ste. Eulalie	40 00		
0 74	St. Eusèbe de Cabano (from 1st March, 1887)	0 83		
582 69	St Eustache	200 00	12 00	
125 29	St. Evariste	39 00		
253 26	St. Fabien	80 00		
43 98	Ste. Famille	19 00		
45 84	St. Faustin	12 00		
	St Félicien (accounts not received)			
106 17	Ste. Félicité	44 00		
287 38	St. Félix de Valois	84 50	16 00	
539 52	St. Ferdinand	160 00		
46 51	St. Féréol	16 00		
35 62	St. Fidèle	24 00		
124 68	Ste. Flavie	55 00		
356 53	Ste. Flavie Station (*including arrears)	150 00	*54 00	
136 03	St. Flavien	43 00		
39 50	Ste. Flore (1 Quarter)	15 00		
108 65	St. Fortunat	34 50		
66 20	Ste. Foye	30 00		
213 72	St. François, Beauce	100 00		
99 00	St. François de Sales (6 Quarters)	25 50		
26 11	St. François d'Orleans	16 00		
208 26	St. François du Lac	115 00		
348 50	St. François du Nord Est	95 00		
27 82	Ste. Françoise	10 00		
276 15	St. François de Montmagny	80 00		
29 93	St. François Xavier de Viger	17 50		
66 99	St. François Xavier de Brompton (from 1st May, '86)	9 17		
131 82	St. Frédéric	44 00	16 00	
336 50	St. Gabriel de Brandon	140 00	6 00	
415 69	St. Gabriel de Montréal	200 00		
47 00	St. Gabriel Station	23 00		
	St. Gédéon (accounts not received)			
180 55	Ste. Geneviève (*including arrears)	60 00	*24 00	
379 83	Ste. Geneviève de Batiscan	128 50		
114 00	St. George, Beauce (*including arrears)	64 00	*16 00	
377 85	St. George, East	115 00		
191 47	St. George de Windsor	60 00		
18 19	St. Gerard	11 50		
626 65	St. Germain de Grantham	220 00		
88 00	St. Germain de Kamouraska (from 1st Aug., 1886)	6 66		
227 07	Ste. Gertrude	80 00		
374 61	St. Gervais	120 00	24 00	
70 92	St. Giles	36 00		
564 45	St. Grégoire	140 00	150 00	
781 37	St. Guillaume d'Upton	235 00	20 00	
110 20	Ste. Hélène de Bagot	44 00		
152 68	Ste. Hélène de Chester	60 00		
196 51	Ste. Hélène de Kamouraska	72 00		
202 34	Ste. Hénédine	72 00	12 00	
312 12	St. Henri de Lévis	100 00	120 00	

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$ cts.		$ cts.	$ cts.	$ cts.
901 67	St. Henri de Montréal (*including special allowance)	*360 00		40 00
92 00	St. Henri Station	50 00		
206 93	St. Hermas	80 00		
61 64	St. Herménégilde	19 00		
129 16	St. Hilaire Station	140 00	300 00	
179 81	St. Hilaire Village	70 00		
46 24	St. Hippolyte de Kilkenny	16 00		
126 27	St. Honore	40 00		
76 89	St. Hubert	40 00		
338 98	St. Hugues.	120 00	12 00	
4,517 67	St. Hyacinthe	1,260 00	200 00	200 00
90 65	St. Irénée	32 00		
232 15	St. Isidore, Dorchester	80 00		
22 88	St. Isidore Junction	14 50		
110 30	St. Isidore, Laprairie	60 00		
344 87	St. Jacques	120 00		
109 56	St. Jacques le Mineur	48 00		
116 44	St. Janvier	50 00		
1,070 31	St. Jean Baptiste de Montréal	390 00		60 00
207 40	St. Jean Baptiste de Rouville	72 00		
61 93	St. Jean Chrysostôme	40 00		
80 75	St. Jean de Dieu	30 00		
148 91	St. Jean de Matha	44 00		
109 42	St. Jean d'Orléans	40 00		
259 65	St. Jean des Chaillons	135 00		
111 27	St. Jean l'Evangéliste	46 00		
403 19	St. Jean Port Joli	140 00		
1,248 36	St. Jérôme	480 00	120 00	60 00
64 75	St. Joachim	29 50		
60 89	St. Joachim de Shefford	28 50		
3,657 47	St. John's, East	1,240 00	60 00	
2,984 30	St John Suburb (salary awaiting readjustment)			100 00
763 00	St. Joseph de Beauce	240 00	16 00	
89 14	St. Joseph d'Alma	37 50		
65 50	St. Joseph de Lepage	24 00		
89 54	St. Joseph de Lévis	50 00		
132 71	St. Joseph de Sorel	31 00		
54 90	St. Joseph du Lac	24 00		
134 09	St. Jovite	39 00		
163 05	St. Jude	56 00		
445 34	Ste. Julie de Somerset	147 50		
37 00	Ste. Julie de Verchères (3 Quarters)	15 00		
180 86	St. Julienne	60 00		
137 07	St. Justin	60 00		
184 76	Ste. Justine	60 00		
104 04	St. Lambert de Lévis	50 00		
203 78	St. Lambert de Montréal	80 00		
74 25	St. Laurent d'Orleans	36 00		
241 97	St. Laurent de Montréal	200 00		
90 52	St. Lazare	36 00		
90 00	St. Lazare de Vaudreuil	24 00		
197 00	St. Léon	80 00		
317 67	St. Léonard d'Aston	100 00		
238 49	St. Liboire	78 50		
71 74	St. Liguori	28 50		
63 99	St, Louis de Bonsecour	30 00		
226 24	St. Louis de Gonzague	80 00		

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$ cts.		$ cts.	$ cts.	$ cts.
79 27	St. Louis de Ha! Ha!	25 50		
195 82	Ste. Louise	60 00		
37 24	St Luc	16 00		
114 45	Ste. Luce	60 00		
146 00	Ste. Luce Station	57 50		
56 07	Ste. Lucie de Doncaster	19 00		
169 07	Ste. Madeleine	60 00		
49 85	St. Magloire	16 00		
153 30	St. Malachie	60 00		
41 20	St Malo	20 00		
107 37	St. Marc	36 00		
101 10	St. Marcel	36 00		
131 28	Ste. Marguerite	48 00		
804 34	Ste. Marie	300 00		
200 19	Ste. Marthe	80 00	4 00	
130 32	St. Martin	47 50		
288 74	Ste. Martine	100 00		
84 62	St Mathias	30 00		
75 13	St. Mathieu	40 00		
178 66	St. Maurice	70 00		
	St. Maurice Forges (1 Quarter)	2 50		
115 35	Ste Melanie	40 00		
312 56	St Michel de Bellechasse	120 00		
14 30	St. Michel de Wentworth	10 00		
144 61	St. Michel de Napierville	57 50	10 00	
62 00	St Michel des Saints	20 00		
48 83	St. Modeste	20 00		
46 50	St. Moïse (*including arrears)	*16 50		
211 31	Ste. Monique de Nicolet	80 00	16 00	
60 75	Ste. Monique des Deux Montagnes	28 00		
133 63	St Narcisse	40 00		
60 97	St Nérée	17 50		
128 15	St. Nicholas	66 00		
109 52	St. Norbert	57 50	40 00	
268 92	St Octave	78 50		
26 27	St. Odilon	16 00		
95 54	St. Onézime	20 00		
460 47	St. Ours	137 50	16 00	
322 85	St. Pacôme	135 00		
96 18	St. Pamphile	34 50		
473 00	St. Paschal	180 00		
111 78	St. Patrick (*including season allowance)	*55 00		
272 46	St. Patrick's Hill	110 00		
23 82	St. Paul de la Croix	12 00		
5 76	St. Paul d'Industrie	30 00		
92 44	St. Paul du Buton	30 00		
68 16	St. Paul l'Hermite	32 00	16 00	
176 50	St. Paulin	64 00	10 00	
711 44	St. Paul's Bay	250 00	200 00	40 00
48 52	Ste. Perpétue	12 00		
170 16	St Philippe d'Argenteuil	71 00		
76 16	St Philippe de Laprairie	36 00		
148 06	St. Philippe de Néry	56 00		
98 42	Ste. Philomène	36 00		
31 23	Ste. Philomène des Chaillons	17 00		
389 67	St. Pie (from st July, 1886)	130 00	*12 00	
106 81	St. Pie de Guire	36 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
34 88	St. Pierre Baptiste	15 00		
33 68	St. Pierre d'Orléans	16 00	12 00	
464 32	St. Pierre les Becquets	200 00	50 00	
189 88	St. Pierre, Montmagny	71 50	6 00	
341 40	St. Placide	71 00		
369 40	St. Polycarpe	120 00	16 00	
136 50	St. Prime	34 50		
168 93	St. Prosper	60 00		
4 00	St. Prosper de Dorchester (2 Quarters)	12 00		
246 65	St. Raphaël, East	100 00		
461 81	St. Raymond	200 00		
29 88	St. Rédempteur	16 00		
43 29	St. Régis	12 00		
519 18	St. Rémi	175 00	32 00	
92 88	St. Rémi d'Amherst	27 50		
149 48	St. Rémi de Tingwick	46 00		
97 28	St. Robert	40 00		
2,950 39	St. Roch de Québec	1,200 00		650 00
74 86	St. Roch de Richelieu	24 00		
149 18	St. Roch de l'Achigan	60 00		
126 74	St. Roch des Aulnaies	60 00		
95 75	Ste. Romaine	43 00		
104 04	Ste. Rosalie	36 00		
168 58	Ste. Rose	70 00		
10 00	Ste Rose de Watford	10 00		
87 76	Ste. Rose de Dégelé	72 61		
42 82	St. Samuel de Gayhurst	15 00		
164 51	St. Sauveur des Montagnes	50 00		
1,461 46	St. Sauveur de Québec	500 00		80 00
557 88	Ste. Scholastique	200 00	60 00	
192 29	St. Sébastien	80 00		
231 40	St. Sévère	105 00		
45 32	St. Sévérin de Beaurivage	24 00		
32 18	St. Siméon	20 00		
243 03	St. Simon de Rimouski	80 00	10 00	
224 06	St. Simon de Yamaska	90 00		
1 57	St. Sixte	0 83		
77 00	Ste. Sophie de Lacorne	29 50		
91 43	Ste. Sophie de Levrard	28 00		
157 75	Ste. Sophie de Mégantic	54 00		
333 40	St. Stanislas de Champlain	110 00		
330 29	St. Stanislas de Kotska	80 00		
50 50	St. Sulpice	19 00		
328 78	St. Sylvester, East	110 00		
88 10	St. Sylvester, West	52 00		
167 04	St. Télésphore	48 00		
119 18	Ste. Thècle	24 00		
137 69	St. Théodore d'Acton	50 00		
59 75	St. Théodore de Chertsey	20 00		
29 36	Ste. Théodosie	12 00		
611 28	Ste. Thérèse de Blainville (*including arrears)	240 00	*41 00	
79 24	St. Thomas de Joliette	32 00		
193 21	St. Tmothée	72 00		
392 68	St. Tite	92 00	8 00	
36 93	St. Tite des Caps	20 00		
124 89	St. Ubalde	35 00		
86 24	St. Urbain de Charlevoix	40 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ ct
121 51	St. Urbain de Chateauguay	40 00		
188 56	Ste. Ursule (*including arrears)	*75 50		
120 36	St. Valentin	50 00		
119 12	St. Valère	40 00		
176 66	St. Valérien	50 00		
8 00	St. Valérien de Rimouski (from 1st March, 1887)	0 83		
143 79	St. Vallier	54 00		
68 94	St. Vallier Station	40 00		
129 93	Ste Victoire	44 00		
224 50	St. Victor de Tring	60 00		
318 14	St Vincent de Paul	120 00		
241 16	St Wenceslas	70 00		
6 00	St. Yvon (from 1st December, 1886)	5 00		
38 45	St. Zacharie	12 00		
16 20	St. Zénon	12 00		
253 40	St. Zéphérin	80 00		
64 11	St. Zotique	30 00		
117 42	Sabrevois	60 00		
76 53	Sacré Cœur de Marie	28 50		
49 27	Saints Anges	16 00		
28 09	Sanborn	12 00		
20 08	Sand Hill	12 00		
68 44	Sandy Beach	24 00		
148 82	Sault au Cochon	60 00		
366 84	Sault au Recollet	140 00		
55 32	Savages Mills	24 00		
330 98	Sawyerville	115 00		
53 58	Sayabec	14 50		
680 87	Scotstown	170 00	20 00	
161 78	Scott's Junction	50 00	17 50	
27 51	Scottsmore	20 00		
17 13	Sellarville	10 00		
32 58	Setrington	20 00		
24 58	Seven Islands (*including arrears)	*27 50		
65 09	Shawbridge	24 00		
211 00	Shawenegan	80 00		
634 61	Shawville	160 00	30 00	
81 09	Sheenboro'	36 00		
75 62	Sheffington	36 00		
52 84	Shefford Mountain	16 00		
12 89	Shefford Vale	12 00		
28 69	Sheldrake	20 00		
10,138 73½	Sherbrooke	2,600 00	100 00	
164 94	Sherrington (*including arrears)	*76 00		
130 56	Shigawake	50 00		
232 65	Shrewsbury	30 00		
151 89	Sillery Cove	84 00		
15 00	Silver Creek	11 50		
1 00	Silverton (closed 30th April, 1886)	1 00		
58 80	Six Portages	30 00		
223 00	Smith's Mills	90 00	20 00	
1,192 78	Somerset	357 50	32 00	40 00
2,777 62	Sorel (*2 Quarters; discontinued)	820 00	200 00	*70 00
67 96	South Barnston	26 00		
52 00	South Bolton	20 00		
38 47	South Dudswell	16 00		
623 79	South Durham	240 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
69 85	South Ely	32 00		
12 00	South Granby	12 00		
133 00	South Ham	60 00	24 00	
759 56	South Quebec	480 00	100 00	60 00
179 43	South Roxton	49 50		
187 31	South Stukely	80 00		
27 00	South West Point	12 00		
78 72	Spencer Cove	80 00		
31 94	Spring Brook	16 00		
123 97	Spring Hill	72 00		
34 25	Spruce Grove	14 50		
12 73	Stagsburn	12 00		
478 07	Stanbridge, East	160 00		
8 66	Stanbridge Ridge	12 00		
271 57	Stanbridge Station	120 00	60 00	
9 26	Stanbury	10 00		
133 45	Standon	48 00		
940 51	Stanfold	360 00	32 00	40 00
191 97	Stanhope	50 00		
1,089 90	Stanstead	520 00	160 00	80 00
139 07	Stanstead Junction	38 00		
125 54	Starnesboro'	44 00		
66 33	Staynerville	17 50		
33 51	Stockwell	16 00		
49 94	Stoke Centre	18 00		
4 33	Stoketon	10 00		
430 71	Stonefield	150 00		
18 00	Stoneham	20 00		
232 46	Stornoway	94 00	32 00	
133 85	Stottville	75 00	72 00	
57 29	Suffield	17 50		
816 79	Sutton	320 00		40 00
126 03	Sutton Junction	57 50		
606 10	Sweetsburg	280 00	16 00	
39 87	Sydenham Place	20 00		
21 87	Table Falls	12 00		
305 07	Tadousac (*including season allowance)	*140 00	60 00	
680 24	Terrebonne	220 00	30 00	
176 60	Tessierville	69 50		
4 02	Tetreauville (from 1st Feb., 1887)	1 66		
8 17	Tewkesbury	12 00		
218 50	Thetford Mines	60 00		
16 00	Thornby	16 00		
120 87	Thorne Centre	39 00		
40 50	Three Lakes	16 00		
5,467 86	Three Rivers	1,500 00	360 00	
885 50	Thurso	295 00	16 00	
19 00	Tikonabé	12 00		
20 00	Traban's Mills (from 1st Feb., 1887)	1 66		
127 08	Trembly (*from 1st July, 1886)	46 00	*9 00	
66 49	Trenholm	30 00		
49 36	Tring Station	16 00		
754 66	Trois Pistoles	320 00	12 00	40 00
161 28	Trois Saumons	47 00		
12 35	Trottier (from 1st Oct., 1886)	5 00		
134 51	Trout Brook	34 50	4 00	

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
65 96	Trout River	32 00		
299 14	Ulverton	107 50		
373 96	Upper Bedford	160 00		
255 39	Upper Melbourne	110 00		
130 73	Upper Wakefield	50 00		
53 08	Valcartier	39 50		
58 25	Valcartier Village	15 00		
133 84	Valcourt	40 00		
10 15	Val des Bois	10 00		
57 86	Valencay	15 00		
73 00	Vale Perkins	30 00		
119 10	Valletort	36 00		
2,066 66	Valleyfield	600 00	40 00	
94 54	Valmont	36 00		
46 01	Valois	20 00		
34 89	Vancluse	22 00		
286 37	Varennes	120 00		
272 00	Vaudreuil (*including special allowance)	112 50	*90 00	
161 00	Vaudreuil Station	40 00		
9 00	Venice	12 00		
28 30	Venosta	16 00		
291 30	Verchères	117 50		
18 26	Vernet	11 50		
57 02	Versailles	20 00		
55 12	Vicars	30 00	12 60	
1,086 53	Victoriaville	375 00	200 00	40 00
96 86	Viger	42 50		
167 00	Village des Aulnaies	80 00		
225 52	Village Richelieu	90 00		
171 94	Villa Mastaï	76 00		
12 91	Villette	10 00		
74 00	Vincennes	20 00		
94 35	Vinton	28 50		
501 15	Wakefield	140 00		
59 50	Walker's Cutting	30 00		
32 59	Waltham	20 00		
203 10	Warden	80 00		
851 32	Warwick, East	320 00	40 00	40 00
2,153 71	Waterloo, East	640 00	96 00	100 00
586 45	Waterville	200 00		
22 03	Watkin's Mills	12 00		
112 46	Way's Mills	44 00		
113 25	Weedon (6 Quarters)	87 50		
68 98	Weedon Centre	30 00		
345 00	Weedon Station	150 00		
14 43	West Bolton	11 50		
149 33	West Brome	80 00		
269 62	West Broughton	60 00		
29 41	Westbury	16 00		
137 56	Westbury Basin (5 Quarters)	23 00		
14 73	West Ditton	12 00		
73 01	West Potton	16 00		
229 52	West Shefford	90 00		
65 04	West Shefford Station	11 50		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
51 45	Wheatland	18 00		
19 87	Whitwick	11 50		
231 31	Wickham, West	100 00		
	Wilson's Corners (3 Quarters)	7 50		
53 16	Wilson's Mills	15 50		
1,183 35	Windsor Mills	360 00		40 00
19 28	Wolfe Ridge	11 50		
193 52	Wolfestown (*from 1st July, 1886)	64 00	*3 00	
86 00	Woodside	30 00		
388 62	Wotton	142 50		
153 58	Wright	60 00		
775 28	Yamachiche	240 00	24 00	
343 33	Yamaska	180 00	60 00	
16 00	Yamaska, East (from 1st Feb., 1887)	1 67		
51 51	Yarm	16 00		
$557,634 77	Totals	†$102,191 70	$9,035 00	$4,340 00

† N.B.—Of this, the amount of $100,220.11 was paid from Revenue collections, and $1,971.59 from Parliamentary appropriation. The latter has been brought to account at page 86, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

A, IN REPORT No. 3, C.

DETAIL of all payments made for Salaries, &c., in Nova Scotia; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	NOVA SCOTIA DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
C. J. Macdonald	Post Office Inspector	2,200 00			
J. D. Story	Assistant do	1,300 00		3,500 00	
D. Stewart	2nd Class Clerk	1,000 00			
T. E. Davison	do	1,000 00		2,000 00	
S. J. R. Sircom	3rd do	720 00			
A. Costley	do	560 00			
W. Kearns	do to 30th November, 1886 (transferred to Auditor-General's Office, Ottawa)	200 00		1,480 00	
M. H. Meagher	Messenger	482 50		482 50	
	Total, Inspector's Office				7,462 50
	RAILWAY MAIL SERVICE.				
E. A. Bent	Chief Railway Mail Clerk	1,500 00		1,500 00	
J. McN. Gabriel	1st Class do	960 00	408 06	1,368 06	
A. Brown	2nd do	800 00	343 98		
R. Davison	do	800 00	234 72		
J. W. H. Cameron	do	800 00	350 68		
J. McNeil	do	800 00	290 51		
W. Crowley	do to 30th September, 1886 (deceased)	180 00			
S. Hall	do	720 00	184 08		
G. A. Hawkesworth	do	720 00	195 32		

J. D. Ross		do		720 00	169 64		
T. Keith		do	Probationary (promoted from 3rd Class 1st Jan., 1887)	580 00	235 98	8,124 91	
J. Campbell	3rd	do		560 00	167 70		
W. C. McKinnon		do		536 66	204 12		
D. R. McLean		do	to 30th Sept., 1886 (transferred to British Columbia Division)	130 00	.....		
W. H. McRobert		do		520 00	201 85		
W. Bennett		do		520 00	280 86		
C. E. Power		do		520 00	306 09		
W. P. Eaton		do		520 00	315 76		
F. Southall		do		516 67	287 39		
H. R. Little		do	(including arrears)	492 00	162 03		
D. O'Sullivan		do	Probationary, from 4th December, 1886	276 13	100 28	6,617 54	
				13,171 46	4,439 05		
			Total, Railway Mail Service				17,610 51
			Grand Total carried forward	$20,633 96	$4,439 05	$25,073 01	$25,073 01

A, IN REPORT No. 3, C—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		$ cts.	$ cts.	$ cts.
	Brought forward			25,073 01
	HALIFAX POST OFFICE.			
H. W. Blackadar	Postmaster	2,400 00		
F. V. Tremain	Assistant Postmaster	1,600 00	4,000 00	
A. H. Cunningham	2nd Class Clerk	1,200 00		
H. H. Chamberlain	do	1,000 00		
J. O'Bryan	do	1,000 00		
T. G. Creighton	do	1,000 00	4,200 00	
F. W. Casey	3rd do	800 00		
W. V. Smith	do	800 00		
P. J. Mulcahy	do	800 00		
C. D. Fraser	do	800 00		
C. M. R. Lounds	do	800 00		
L. W. Travis	do	720 00		
F. J. Power	do	720 00		
W. Parker	do	720 00		
E. Delaney	do	720 00		
A. C. Crowe	do	640 00		
W. H. Walker	do	670 00		
H. A. Boggs	do	530 00		
F. C. Kaye	do	490 00		
E. A. Sullivan	do	490 00		
A. Logan	do to 31st August, 1886; including arrears (resigned)	103 34		
W. W. Page	do	400 00		
D. A. King	do	400 00		
T. J. Curren	do Probationary, from 1st February, 1887	166 67	10,770 01	
P. F. Brennan	Temporary Clerk, from 31st May, 1887	34 41	34 41	
S. Saunders	Superintendent Letter Carrier	730 00		
J. Fitzgerald	Letter Carrier	600 00		
J. Wilson	do	600 00		

E. Carroll	do	600 00		
H. S. Laurilliard	do	600 00		
J. Mahar	do	600 00		
J. O'Malley	do	600 00		
R. Myers	do	600 00		
N. Brodie	do	600 00		
J. A. Grant	do	450 00		
J. Wall	do	427 50		
G. Davis	do	427 50		
J. P. Lindsay	do	390 00		
J. H. Smith	do	367 50		
W. P. Mahoney	do from 1st December, 1886, to 31st March, 1887 (abandoned the service)	120 00	7,712 50	
W. A. Keating	Temporary Letter Carrier, from 1st June, 1887	30 00	30 00	
J. Wood	Letter Collector	600 00		
J. J. Mulcahy	do	600 00		
E. Payne	do	442 50	1,642 50	
J. Theakston	Messenger (acting as Temporary Letter Carrier since 1st April, 1887)	420 00		
W. P. Quinnane	Temporary Messenger, from 28th April, 1887	63 00	483 00	
	Total, Halifax Post Office			28,872 42
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)			2,013 65
	Total			$55,959 08

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

A, IN REPORT No. 3, C.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
24 89	Abercrombie	20 00		
995 54	Acadia Mines	500 00		60 00
17 00	Addington Forks	16 00		
17 18	Admiral Rock	12 00		
262 28	Advocate Harbor	100 00	32 00	
81 59	Afton	36 00		
31 50	Albert Bridge	16 00		
19 15	Aldernry	12 00		
	Alder Point	10 00		
17 77	Alder River	10 00		
16 00	Alexander	16 00		
51 51	Alma	30 00		
40 49	Alton	18 00		
13 48	Amaguadus Pond	10 00		
4,695 94	Amherst (*including $25 for P. E. I. mails; †discontinued 31st Dec., 1886)	1,200 00	*175 00	†100 00
8 60	Amherst Point	16 00		
1,908 06	Annapolis	624 00	300 00	120 00
2,762 83	Antigonishe (discontinued 30th September, 1886)	760 16	64 00	*30 00
12 54	Antigonishe Harbor	11 50		
13 15	Antigonishe Harbor (South side)	11 50		
7 78	Antrim	10 00		
7 25	Appin (from 1st May, 1886)	9 17		
159 19	Apple River	57 50		
141 37	Arcadia	60 00		
4 97	Ardness	11 50		
28 07	Argyle	28 00		
20 92	Argyle Head	12 00		
13 65	Argyle Sound	10 00		
690 22	Arichat	418 00		40 00
18 00	Arisaig	12 00		
3 82	Ashdale	10 00		
10 00	Askilton	10 00		
150 46	Athol	60 00	120 00	
218 01	Auburn (late Palmer Road)	80 00		
4 00	Auld's Cove	16 00		
31 23	Avondale	16 00		
44 12	Avondale Station (*including arrears)	*23 00		
165 00	Avonport	80 00		
637 00	Avonport Station	215 00		
517 52	Aylesford	220 00	40 00	
65 00	Baccaro	16 00		
4 18	Backlands	10 00		
15 87	Back Meadows	12 00		
1,175 88	Baddeck (5 Quarters; rent discontinued, 31st March, 1887)	490 00	135 00	40 00
14 68	Baddeck Bay	12 00		
10 99	Baddeck Bridge	12 00		
23 68	Baddeck River, North Branch	12 00		
79 91	Bailey's Brook	30 00		
8 41	Balmoral	12 00		
18 30	Barker Settlement	12 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
20 59	Balmoral Mills	11 50		
15 84	Banks of Broad Cove	12 00		
95 44	Barney's River (*from 1st July, 1886)	50 00	*6 00	
27 48	Barney's River Station	11 50		
713 70	Barrington	418 00		40 00
28 00	Barrington Passage	16 00		
21 31	Barrio's Beach	12 00		
2 66	Barry's Corner	10 00		
82 32	Barronsfield	28 50		
14 13	Bar Settlement	12 00		
85 69	Barr's Corners	28 50		
135 34	Barton (late Speitche's Cove)	60 00		
18 38	Basin of River Inhabitants	12 00		
142 45	Bass River	60 00		
21 20	Bateston	12 00		
120 54	Battery Hill	40 00		
8 78	Baxter's Harbor	11 50		
113 76	Bayfield	36 00		
24 00	Bay St. Lawrence	19 00		
21 96	Beach Meadows	12 00		
39 07	Bear Point	20 00		
611 88	Bear River River, West Side	240 00		
8 10	Beauly	10 00		
280 00	Beaver Bank	75 00	8 00	
21 14	Beaver Brook	12 00		
34 33	Beaver Cove	12 00		
38 03	Beaver River	20 00		
115 60	Beaver River Corner	50 00		
214 68	Bedford Basin	100 00		
11 00	Beech Hill	12 00		
7 94	Beechmont	10 00		
58 48	Belleisle	24 00		
29 24	Belleville	12 00		
46 28	Belleveaux Cove	20 00		
187 08	Belmont	43 00		
10 50	Benacadie	11 50		40 00
1,077 66	Berwick	390 00		
15 00	Big Bank	12 00		
132 21	Big Bras d'Or	80 00		
8 19	Big Brook	11 50		
8 85	Big Harbour	12 00		
6 00	Big Intervale	12 00		
11 75	Big Island	12 00		
16 96	Big Loraine	12 00		
12 45	Big Marsh	11 50		
45 96	Big Pond	27 50		
12 89	Big Port Le Bear	12 00		
13 00	Big Ridge	12 00		
138 92	Big Tracadie	57 50		
214 00	Bill Town	58 00		
12 48	Birchtown	12 00		
11 02	Black Brook	10 00		
25 61	Black Point, Halifax	15 00		
12 16	Black Point, Queen's	11 50		
11 57	Black River	10 00		
7 50	Black Rock	10 00		
13 00	Blanchard Road	10 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
8 53	Blanche	10 00		
34 16	Blandford	16 00		
22 60	Block House	12 00		
47 59	Blomidon	24 00		
18 89	Bloomfield	11 50		
43 00	Blue Mountain	20 00		
	Blue Rock	10 00		
28 06	Blue Mills	15 00		
	Boisdale, Barachois	10 00		
14 83	Boisdale Chapel	12 00		
27 00	Boom	20 00	10 00	
15 05	Bornish	12 00		
72 38	Boulardarie	87 00		
30 62	Boulardarie, Back Lands	12 00		
19 33	Boulardarie, Centre	16 00		
17 76	Boulardarie, East	12 00		
8 12	Boulardarie, West	10 00		
204 55	Boylston	64 00		
	Branch La Have	10 00		
41 98	Brazil Lake	16 00		
	Brenton (3 Quarters)	7 50		
62 91	Bridgeport	50 00		
22 75	Bridgeport Mines (from 1st June, 1886)	8 33		
1,556 20	Bridgetown	500 00		60 00
68 00	Bridgeville	24 00		
1,838 24	Bridgewater	640 00	70 00	80 00
13 44	Briley's Brook	12 00		
43 00	Broad Cove Chapel	16 00		
27 12	Broad Cove, Lunenburg	15 00		
33 00	Broad Cove Mines	12 00		
9 48	Broad Cove Pond	10 00		
5 60	Brookburn (from 1st Sept., 1886)	5 83		
276 28	Brookfield, Colchester	120 00	48 00	
109 91	Brookfield, Queen's	36 00		
16 00	Brookland	12 00		
130 23	Brooklyn, Queen's	50 00		
16 72	Brooklyn, Yarmouth	12 00		
36 31	Brookvale	12 00		
85 50	Brook Village	29 50		
27 05	Brookville, Cumberland	15 50		
13 00	Brookville, Pictou	12 00		
2 40	Brophy's (from 1st Nov., 1886)	4 17		
10 00	Brown's Brook	10 00		
9 75	Brown's Mountain	10 00		
21 72	Brownsville	10 00		
89 56	Brulé	36 00		
10 50	Bucklaw	12 00		
30 00	Buckley's	24 00		
34 97	Burlington	24 00		
14 01	Burnside	12 00		
12 20	Burntcoat	10 00		
331 15	Caledonia Corners	100 00	40 00	
12 78	Caledonia Mills	12 00		
97 18	Caledonia Mines	36 00		
43 24	Caledonia, St. Mary's	16 00		
26 80	Cambridge	12 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
$ cts.		$ cts.	$ cts.	$ cts.
158 40	Cambridge Station	50 00		
55 03	Canaan, King's	16 00		
9 83	Canaan, Yarmouth	12 00		
30 00	Canada Creek	20 00		
163 77	Canard	87 50		
29 25	Cannes	12 00		
922 59	Canning	360 00	50 00	40 00
29 00	Cannonville	28 00		
8 00	Canoe Lake (from 1st Aug., 1886)	6 67		
976 91	Canso (*from 1st July, 1886)	295 00		*30 00
24 92	Cape George	34 00		
10 03	Cape George Harbor	10 00		
30 46	Cape John	12 00		
7 29	Cape Mabou	12 00		
65 64	Cape North (*including $3.34 to sub-office)	*50 84		
25 80	Cape Negro	20 00		
13 00	Cape Negro Island	11 50		
74 00	Cape Sable Island	47 50		
6 00	Cap La Ronde	10 00		
86 47	Carleton	23 00		
11 00	Carriboo Marsh	10 00		
160 23	Carriboo River	56 00		
36 72	Carriboo Gold Mines	12 00		
4 00	Carroll's Corners	10 00		
17 00	Catalone	20 00	6 00	
11 50	Catalone Gut	10 00		
8 16	Cedar Lake	10 00		
40 16	Central Argyle	33 00		
52 46	Central Clarence	24 00		
31 34	Central Chebogue	14 00		
15 99	Central Grove (from 1st June, 1886)	8 33		
10 84	Central New Annan	11 50		
7 90	Central Onslow (2 Quarters)	6 00		
79 05	Centreville, Digby	40 00		
112 00	Centreville, King's	44 00		
11 83	Chance Harbor	10 00		
9 24	Chapman Settlement	10 00		
3 50	Charlo's Cove	10 00		
22 12	Chebogue Point	16 00		
16 77	Chegoggin	10 00		
37 00	Chelsea (3 Quarters)	12 00		
90 50	Chesley's Corners	40 00	6 00	
596 57	Chester	195 00	20 00	
45 61	Chester Basin	29 50		
8 30	Chester Grant	10 00		
85 33	Cheticamp	40 00		
13 50	Cheticamp Chapel	10 00		
228 89	Cheverie	90 00		
37 64	Chignecto	32 00		
9 97	Chimney Corner	12 00		
13 34	Chipman's Brook	12 00		
	Chipman Corners	10 00		
84 16	Christmas Island	40 00		
2 84	Church Over	10 00		
119 93	Church Street	34 00		
37 13	Churchville	28 50		
41 40	Chute's Cove	15 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
20 24	Clam Harbor	12 00		
11 16	Claremont	10 00		
70 80	Clarence	36 00		
196 63	Clark's Harbor	80 00		
7 50	Clark's Road	10 00		
287 46	Clementsport	138 00		
43 90	Clementsvale	27 50		
25 23	Clifton	16 00		
9 08	Cloverdale	10 00		
4 46	Cloverville (from 16th June, 1886)	7 92		
169 62	Clyde River	56 00	24 00	
10 00	Cochran's Lake	10 00		
14 16	Coddle's Harbor	10 00		
10 73	Cogmagun River	10 00		
467 85	Cold Brook Station	115 00		
7 77	Cold Stream	10 00		
10 03	Cole Harbor	12 00		
42 97	Comeauville	20 00		
36 51	Concession (from 1st June, 1886)	8 33		
3 17	Condon Settlement	10 00		
26 00	Conn's Mills	20 00		
32 00	Conquerall Bank	20 00		
9 40	Conquerall Mills	11 50		
34 85	Cook's Brook	16 00		
6 00	Cook's Cove	10 00		
10 00	Copper Lake	10 00		
10 00	Corberrie	10 00		
588 74	Cow Bay	280 00		
13 89	Coxheath	12 00		
28 22	Cranton Section	11 50		
9 66	Croft	10 00		
275 50	Cross Roads, Country Harbor	87 50		
4 67	Cross Roads, Middle Medford (2 Quarters)	7 00		
0 15	Cross Roads, Middle Ohio	12 00		
10 15	Cross Roads, St. George's Channel	12 00		
1 81	Crouse Town (from 1st Jan., 1887)	2 50		
162 12	Crowell	44 00		
24 35	Crowe's Mills	12 00		
38 38	Crow Harbor	28 50		
7 09	Culloden	10 00		
23 72	Dalhousie, East	11 50		
22 50	Dalhousie Road	16 00		
20 86	Dalhousie Settlement	12 00		
1,525 94	Dartmouth	480 00		60 00
6 21	Davison Street	10 00		
14 00	Day's Springs	12 00		
54 00	Dean	16 00		
133 52	Debert Station	60 00	100 00	
68 00	Deep Brook	30 00		
46 00	Deerfield	20 00		
7 30	Delap's Cove	10 00		
39 93	Delhaven	16 00		
10 00	Dempsey's Corner	10 00		
11 00	Dennistown	10 00		
11 00	Densmore's Mills	10 00		
1,700 68	Digby (*broken period)	*594 16	*191 66	*95 83

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
18 00	Dingwall	12 00		
175 86	Discouse	60 00		
7 98	Doctor's Brook	10 00		
71 90	Doctor's Cove	28 00		
32 13	Doherty Creek	16 00		
18 34	Dover, West	14 00		
34 98	Dublin Shore	16 00		
46 96	Dufferin Mines (from 1st May, 1886)	9 16		
16 10	Duncan	12 00		
12 00	Dundee	12 00		
9 33	Dunmaglass	10 00		
10 65	Dunmore	12 00		
36 16	Dunvegan	18 00		
125 25	Durham	48 00		
1 88	Durland (from 1st Jan., 1887)	2 50		
15 73	Dutch Settlement	11 50		
192 33	Dutch Village	56 50		
58 00	Earltown	24 00		
89 50	East Bay	36 00	20 00	
20 00	East Bay, North Side	16 00		
16 00	East Chebogue	11 50		
18 03	East Chezzetcook	10 00		
34 27	East Dover	12 00		
32 62	East Earltown	12 00		
104 21	Eastern Harbor	32 00		
2 34	East Ferry (closed 10th July, 1886)	2 93		
29 70	East Folly Mountain	24 00		
9 09	East Hall's Harbor Road	10 00		
12 80	East Jeddore	10 00		
33 00	East Margaree	15 00		
13 75	East Mapleton	10 00		
41 41	East Margaretsville	12 00		
48 07	East Mines Station	15 00		
39 30	East New Annan	34 00		
25 00	East Port Medway	28 00		
8 37	East River	10 00		
22 00	East River, St. Mary's	20 00		
152 16	East River, Sheet Harbor	47 00		
58 18	East Side Margaree Harbor	15 50		
118 75	East Side Pubnico Harbor	39 00		
5 79	East Side Ragged Island	10 00		
	East Southampton (from 1st March, 1887)	0 83		
26 85	Eastville	12 00		
22 86	East Wentworth	12 00		
62 50	East Wallace	14 50		
525 00	Economy	212 00		
186 00	Economy Point	100 00		
68 00	Ecum Secum	20 00		
73 33	Eel Brook	40 00		
4 50	Eel Cove	10 00		
15 00	Eel Creek	10 00		
14 00	Elgin	10 00		
130 54	Ellershouse (* including arrears)	*140 00		
27 66	Elmfield	10 00		
293 56	Elmsdale	100 00		
70 62	Elmsvale	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
9 58	Emerald	10 00		
188 06	Enfield	60 00		
29 23	English Corners	14 00		
184 00	English Town	108 00		
20 13	Enon	12 00		
8 50	Erinville	10 00		
14 18	Eskasoni	12 00		
5 25	Etna	10 00		
11 46	Eureka (from 1st March, 1887)	0 83		
11 00	Factory Dale	10 00		
8 78	Falkland	10 00		
18 28	Falkland Ridge	12 00		
51 34	Falmouth	16 00		
125 68	Falmouth Station	52 00		
6 98	False Bay Beach	10 00		
16 00	Farmington	10 00		
	Fauxbourg (from 1st Feb., 1887)	1 66		
10 00	Fenwick	10 00		
23 85	Ferry Landing	10 00		
18 34	Fifteen-Mile Stream	12 00		
5 77	First South	10 00		
172 45	Five Islands	98 00		
37 82	Five-Mile River	16 00		
17 50	Fletcher's Station	12 00		
65 06	Folly Lake	10 00		
66 06	Folly Mountain	74 00		
210 40	Folly Village	158 00		
13 00	Forbes	10 00		
11 62	Forbes' Point	10 00		
8 58	Forks, Baddeck	10 00		
10 00	Fortie's Settlement	10 00		
34 78	Fort Lawrence	20 00		
22 59	Foster's	12 00		
93 64	Fouchie	40 00		
18 96	Four-Mile Brook	10 00		
25 85	Fox Harbor	12 00		
8 84	Fox Island, Main	10 00		
86 69	Fox River	28 00		
47 25	Framboise	20 00	4 00	
5 93	Fraser's Grant	10 00		
13 23	Fraser's Mills	10 00		
176 98	Freeport	80 00		
12 00	French River	12 00		
9 72	French Road	10 00		
9 89	Frenchvale	10 00		
143 06	French Village	52 00		
19 50	Friar's Head	11 50		
104 37	Gaberouse	40 00		
10 50	Gaberouse Lake	10 00		
85 00	Garden of Eden	19 00		
12 00	Gardiner Mines	10 00		
112 39	Gaspereaux	40 00		
7 00	Gavelton	10 00		
92 47	Gay's River	36 00	6 00	
56 21	Gay's River Road	16 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
9 80	George's River	10 00		
39 32	Georgeville	16 00		
76 22	Getson's Point	28 00		
11 35	Grant's Lake	10 00		
74 15	Gilbert's Cove	32 00		
13 50	Gillander's Mountain	10 00		
15 00	Gillie's Lake	10 00		
6 68	Gillie's Point	10 00		
9 64	Gillie's Point, East	10 00		
18 50	Glen Alpine	10 00		
8 95	Glen Bard	10 00		
7 98	Glenbervie	10 00		
13 20	Glencoe	10 00		
0 90	Glen Cove	10 00		
13 54	Glendale	15 00	8 00	
69 00	Glendyer	24 00		
64 41	Glenelg	63 00		
7 50	Glengarry	10 00		
3 63	Glengarry Road (from 1st June, 1886)	8 33		
88 78	Glengarry Station	54 00	10 00	
67 73	Glen Margaret	32 00	10 00	
7 80	Glen Road	10 00		
11 56	Glenshee	10 00		
16 12	Glen Uig	10 00		
24 00	Glenville (from 1st June, 1886)	8 33		
90 00	Glenwood	45 00		
9 00	Goff	10 00		
160 84	Goldenville	90 00		
21 19	Gold River	12 00		
102 36	Gore	35 00		
43 95	Goshen	23 00		
119 00	Gratton	39 00		
12 39	Grande Anse	14 50	50 00	
36 00	Grand Etang	14 00		
28 49	Grandigne Ferry	26 00		
6 10	Grand Lake Station	10 00		
8 75	Grand Mira, North	10 00		
9 00	Grand Mira, South	10 00		
30 31	Grand Narrows	20 00		
10 00	Grand Narrows, Rear	10 00		
36 16	Grand Narrows, South	15 00		
247 99	Grand Pré	104 00		
93 13	Grand River	40 00		
54 73	Granton	24 00		
34 00	Granville Centre	16 00		
600 00	Granville Ferry	200 00		
675 62	Great Village	259 98	120 00	
44 50	Green Cove	10 00		
15 03	Greendale	10 00		
44 50	Greenfield, Colchester	16 00		
28 36	Greenfield, Queen's	12 00		
16 30	Greenfield, St. Mary's	15 00		
7 17	Green Hill	10 00		
26 18	Green Hill, Pictou	16 00		
8 69	Green's Brook	10 00		
15 63	Green's Creek	12 00		
128 00	Greenville	50 00	8 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
140 29	Greenville Station	57 50	100 00	
12 95	Greenwood	10 00		
19 62	Greywood	11 50		
41 43	Grosses Coques	22 00		
8 79	Grosvenor	10 00		
17 52	Groves Point	10 00		
8 38	Gulf Shore	12 00		
7 50	Gull Cove (from 1st July, 1886)	7 50		
39 36	Gunning Cove	15 00		
1,039 24	Guysborough	512 00		60 00
27 54	Guysborough Intervale	24 00		
15 35	Hackett's Cove	11 50		
10 00	Hainsville	10 00		
34 03	Half Island Cove	24 00		
28 23	Halfway Brook	10 00		
10 49	Halfway Cove	10 00		
6 00	Halfway River	10 00		
15 50	Halfway River Station	12 00		
47,881 52	Halifax (salaries and expenses entered elsewhere)			
8 97	Hallowell Grant	11 50		
34 76	Hall's Harbor	24 00		
57 00	Hansford	19 00		
857 05	Hantsport	320 00		40 00
235 51	Harbor au Bouche	90 00		
9 00	Harbor Road	10 00		
123 50	Harborville	48 50		
6 36	Hardwood Lands	10 00		
16 36	Harmony	10 00		
36 34	Harmony Mills	16 00		
27 60	Harrigan Cove	14 00		
7 44	Harrison's Settlement (* including arrears)	*10 50		
47 00	Hartford	20 00		
12 15	Hassett	10 00		
5 74	Hastings (* previously over-credited)	*8 50		
29 88	Havelock	12 00		
15 85	Hay Cove (from 1st May, 1886)	9 17		
5 50	Hay's River	10 00		
0 58	Hazel Hill	10 00		
34 68	Head of Amherst	16 00		
55 88	Head of Chezzetcook (* including arrears)	*21 82		
20 95	Head of Indian Harbor Lake	12 00		
13 90	Head of Jeddore	12 00		
183 40	Head of Jordan River	80 00		
67 52	Head of River Hébert	19 00		
140 69	Head of St Margaret's Bay	60 00		
167 00	Head of St. Mary's Bay	50 00		
55 23	Head of South River Lake	20 00		
159 81	Head of Tatamagouche Bay	40 00		
48 26	Head of Wallace Bay	20 00		
26 11	Head of Wallace Bay, North Side	20 00		
29 85	Heathbell	10 00		
158 75	Heatherton	60 00		
7 00	Hebb's Cross	12 00		
356 71	Hebron	147 50		
	Hedgeville (from 1st March, 1887)	0 83		
10 00	Hemford	10 00		

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$ cts.		$ cts.	$ cts.	$ cts.
59 24	Henderson Settlement	19 00		
11 05	Hennigar	10 00		
18 00	Herring Cove (*2 Quarters; including arrears)	*16 50		
10 30	Highbury	10 00		
66 41	Highfield	20 00		
27 64	Highland Village	12 00		
52 00	Hillsborough	16 00		
	Hillsdale (accounts not received)			
19 13	Hillside	12 00		
5 22	Hillsvale (from 1st Jan., 1887)	2 50		
28 46	Hodson	11 50		
33 52	Holland Harbor	12 00		
676 14	Hopewell	220 00	24 00	
12 50	Hornsey	10 00		
15 07	Horn's Road	10 00		
212 21	Horton Landing	79 00		
542 27	Hubbard's Cove	87 50	12 00	
12 00	Hunter's Mountain	12 00		
10 27	Huntingdon	10 00		
20 56	Hants Point	14 00		
10 00	Hutchinson Settlement	10 00		
7 68	Indian Brook	10 00		
49 29	Indian Harbor	20 00		
7 66	Indian Point	10 00		
	Indian Road (accounts not received)			
6 42	Inglisville	12 00		
72 37	Ingonish	46 00		
46 37	Ingram River	20 00		
10 76	Ireton	12 00		
55 60	Irish Cove	36 00		
6 50	Iron Mines	12 00		
18 42	Iron Ore	10 00		
134 55	Isaac's Harbor	52 00	4 00	
122 49	Isaac's Harbor, East Side	52 00		
29 00	Jackson	12 00		
3 39	Jackson Road	10 00		
66 20	Jacksonville	40 00		
10 58	James River (from 1st June, 1886)	8 33		
10 50	James River Station	12 00		
10 89	Jamesville (from 1st May, 1886)	9 16		
12 00	Jauvrin's Harbor	10 00		
39 65	Jeddore Oyster Ponds	20 00		
23 49	Joggin's Bridge	15 00		
158 59	Joggin's Mines	75 00		
34 76	Johnson's Crossing	11 50		
22 17	Jordan Bay	12 00		
16 86	Jordan Bay, East Side	10 00		
77 52	Judique	30 00		
13 50	Juniper Mount	10 00		
16 45	Kelly's Cove	10 00		
93 44	Kempt	39 00		
10 00	Kempt Head	10 00		
17 87	Kempt Road	16 00		
58 78	Kempt Shore	24 00		

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$ cts.		$ cts.	$ cts.	$ cts.
5 56	Kempt Town	10 00		
25 50	Kemptville	12 00		
183 78	Kennetcook	50 00		
1 50	Kennetcook Corner (from 1st Feb., 1887)	1 67		
12 50	Kennington Cove	10 00		
32 26	Kerrowgare	16 00		
33 51	Kent	15 00		
2,249 71	Kentville	814 00	240 00	120 00
5 00	Keppoch (2 Quarters)	5 00		
26 18	Ketch Harbor	16 00		
5 80	Kewstoke	10 00		
11 00	Kilkenny Lake	10 00		
15 12	Kingross	10 00		
10 00	Kingsbury	10 00		
102 25	Kingsport	50 00		
478 35	Kingston Station	200 00	21 00	
31 35	Kingston Village	14 00		
21 00	Kingsville	12 00		
65 95	Kingsman's Corners	30 00		
6 91	Kirk Hill	10 00		
6 00	Knoydart (5 Quarters)	12 50		
4 67	Kolbeck	10 00		
51 50	La Have, Cross Roads	30 00		
8 49	La Have Island (from 16th June, 1886)	7 50		
8 50	Lake Ainslie Chapel	10 00		
11 00	Lake Ainslie, East Side	14 00		
18 50	Lake Ainslie, South Side	10 00	8 00	
	Lake Ainslie, West Side	14 00		
6 85	Lake Annis	10 00		
9 28	Lake Egmont	10 00		
16 00	Lake George, King's (5 Quarters)	15 00		
1 87	Lake George, Yarmouth	10 00		
10 00	Lakelands	10 00		
10 00	Lake Law	10 00		
10 00	Lake Paul	10 00		
10 45	Lake Ramsay	10 00		
15 29	Lakeside	12 00		
6 39	Lakevale (3 Quarters)	7 50		
85 17	Lakeville	36 00		
13 01	Langille's	10 00		
13 16	Lantz	10 00		
	Laplands	10 00		
38 35	L'Archeveque	16 00		
75 46	L'Ardoise	57 50		
44 18	Larry's River	15 00		
17 83	Lattie's Brook	10 00		
504 09	Lawrencetown, Annapolis	262 00		
19 49	Lawrencetown, Halifax	10 00		
12 09	Leamington (from 1st Oct., 1886)	5 00		
23 76	Leicester	19 00		
15 50	Leitche's Creek	11 50		
39 48	Lennox Ferry	19 50		
79 25	Lequille	30 00		
10 00	Lewis Bay	10 00		
34 24	Lewis Head	12 00		
10 13	Lewis Mountain	10 00		

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$ cts.		$ cts.	$ cts.	$ cts.
11 54	Lilly	10 00		
19 19	Lime Hill	10 00		
13 81	Lime Rock	10 00		
92 52	Linden	37 50	20 00	
154 54	Lingan	94 00		
39 32	Linwood	22 00		
140 32	Liscombe	40 00		
166 00	Liscombe Mills	71 00		
99 00	Lismore (9 Quarters)	27 00		
69 86	Little Bass River	28 00		
130 50	Little Bras d'Or	50 00		
2 51	Little Bras d'Or, South Side (from 1st June, 1886).	8 33		
48 77	Little Brook Station	20 00		
348 28	Little Glace Bay (*from 1st Oct, 1886)	150 00	*10 00	
29 18	Little Harbor	14 00		
22 41	Little Judique	16 00		
13 55	Little Loraine	12 00		
9 61	Little Mabou	10 00		
9 11	Little Narrows	10 00		
8 18	Little River, Cumberland	10 00		
43 00	Little River, Digby	20 00		
92 52	Little River, Middle Musquodoboit	36 00		
36 25	Littlewood	16 00		
1,598 14	Liverpool	720 00		120 00
10 00	Livingston Cove	10 00		
53 00	Lochaber	18 00		
13 19	Loch Ban	10 00		
182 96	Lochartville	60 00		
45 99	Loch Lomond	17 50		
39 16	Lochside	14 00		
811 38	Lockeport	360 00		40 00
139 42	Logan's Tannery	36 00		
41 00	Loganville	18 00		
574 09	Londonderry Station	243 69	80 00	
10 46	Long Island	10 00		
9 43	Long Island Main (from 16th June, 1886).	7 92		
52 65	Long Point	26 00		
18 00	Lorne	14 00		
21 62	Lornevale	10 00		
17 51	Lorneville	12 00		
129 81	Lorway Mines	55 34		
198 29	Louisburg	80 00	10 00	
13 11	Lovat	10 00		
150 68	Lower Argyle	80 00		
42 13	Lower Barney's River	22 00		
14 30	Lower Blomidon	10 00		
22 00	Lower Caledonia	20 00		
65 41	Lower Canard	58 00		
14 10	Lower Carriboo River	11 50		
57 41	Lower Cove	32 00		
69 92	Lower East Pubnico	23 00		
128 21	Lower Economy	30 00		
80 98	Lower Five Islands	50 00		
124 50	Lower Granville	47 50		
5 73	Lower Hallowell Grant	10 00		
21 94	Lower La Have	12 00		
107 29	Lower L'Ardoise	36 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts	$ cts.
12 76	Lower Maccan	10 00		
35 00	Lower Meagher's Grant	10 00		
3 32	Lower Northfield	10 00		
28 02	Lower Onslow	19 50		
6 81	Lower Prospect	10 00		
28 93	Lower River Hebert	10 00		
23 43	Lower River Inhabitants	16 00		
16 65	Lower Sackville	10 00		
52 36	Lower Selmah	24 00		
9 61	Lower Settlement, Middle River	10 00		
33 34	Lower Settlement, South River	12 00		
9 00	Lower Ship Harbor	10 00		
382 36	Lower Stewiacke	160 00		
9 79	Lower Washabuck	10 00		
28 46	Lower Wentworth	12 00		
5 78	Lower West Jeddore	10 00		
7 51	Lower West Pubnico	10 00		
51 15	Lower Wood Harbor	26 00		
29 31	Low Point	16 00		
1,486 30	Lunenburg	560 00		80 00
12 90	Lynn	12 00		
15 00	McAdam's Lake	12 00		
17 25	McArra's Brook	10 00		
17 66	McAuley's	12 00		
9 85	McCormack	10 00		
7 16	McGrath Mountain	10 00		
220 28	McGray	47 50	20 00	
8 40	McKays Point	10 00		
25 14	McKinnon's Harbor	16 00		
1 06	McLeanville (from 1st Nov., 1886)	4 17		
22 04	McLellan's Brook	11 50		
11 17	McLellan's Mountain	10 00		
14 73	McPherson	10 00		
14 24	McPherson's Ferry	16 00		
332 14	Mabou	160 00	120 00	
9 33	Mabou Coal Mines	10 00		
8 50	Mabou Harbor	10 00		
17 00	Mabou Harbor Mouth	12 00		
295 37	Maccan	160 00	100 00	
1 31	Macnamara's Island	10 00		
17 28	Madder's Cove	10 00		
521 06	Mahone Bay	230 00		
105 80	Main-à-Dieu	40 00	6 00	
57 00	Maitland, Annapolis	24 00		
781 64	Maitland, Hants	359 00		40 00
11 03	Malagash	10 00		
41 29	Malagash Point	12 00		
21 68	Malagawatch	14 50		
38 89	Malignant Cove	15 50		
6 89	Mansfield	10 00		
30 00	Mapleton	12 00		
8 50	Marble Mountain	10 00		
171 27	Margaree Harbor	76 00	30 00	
144 67	Margaree Forks	74 00	24 00	
120 31	Margaretsville	50 00		
53 09	Marie Joseph	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
11 03	Marion Bridge (from 1st Sept., 1886)	6 83		
11 43	Marion Bridge Road (late Marion Bridge)	14 00		
42 60	Marriott's Cove	18 00		
8 72	Marsh	10 00		
41 00	Marshall's Town	16 00		
11 85	Marshdale	10 00		
6 49	Marsh Lake	10 00		
4 94	Marshy Hope	10 00		
18 71	Martin's Point	10 00		
18 57	Martin's River	10 00		
1 61	Marydale	10 00		
10 91	Maryvale	10 00		
41 59	Mass Town	16 00		
3 58	Matheson	10 00		
7 40	Mattatall Lake	10 00		
14 00	Mavillette	10 00		
18 42	Meagher's Grant	24 00		
8 50	Meat Cove	10 00		
25 00	Medford	12 00		
6 08	Meiklefield	10 00		
43 00	Melford (*including arrears)	*21 00		
169 78	Melrose	98 00		
106 00	Melvern Square	60 00		
7 87	Meiseners	10 00		
182 20	Merigonish	40 00	25 00	
95 06	Metaghan	49 50		
100 58	Metaghan River	40 00		
106 55	Metaghan Station	30 00		
10 00	Middle River Bank	10 00		
38 76	Middleboro'	20 00		
23 40	Middle Cape	15 00		
32 87	Middle County Harbor	12 00		
32 58	Middlefield (including arrears)	21 33		
30 91	Middle La Have Ferry	11 50		
15 01	Middle Manchester	10 00		
413 36	Middle Musquodoboit (*including arrears)	140 00	*183 00	
1 75	Middle Ohio	10 00		
10 00	Middle Porter's Lake	10 00		
30 14	Middle River	12 00		
321 08	Middle Sackville	32 00		
65 41	Middle Section, North East Margaree	20 00		
5 60	Middle Settlement, Barney's River	10 00		
87 21	Middle Stewiacke	32 00		
989 78	Middleton, Annapolis	350 00		40 00
12 30	Middleton, Antigonishe	10 00		
2 97	Middle Town	10 00		
6 00	Midville Branch	10 00		
16 94	Milford	10 00		
21 00	Milford Haven Bridge	12 00		
125 96	Milford Station	60 00		
25 60	Mill Brook	14 00		
	Mill Cove	10 00		
11 88	Mill Creek	10 00		
40 64	Miller's Creek (*including arrears)	*25 00		
4 52	Mill Road	10 00		
61 00	Millsville	20 00		
233 44	Mill Village	120 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
20 64	Millville	10 00		
417 20	Milton	213 50		
15 75	Mineral Rock	10 00		
13 36	Mineville	10 00		
98 69	Minudie	43 00		
11 54	Mira Gut	12 00		
30 00	Monk's Head	12 00		
33 07	Montague Gold Mines	20 00		
34 80	Moose Brook	15 50		
15 55	Mooseland	10 00		
10 00	Moose River, Cumberland	10 00		
14 88	Moose River, Pictou	10 00		
29 00	Morden	16 00		
10 43	Morristown, Antigonishe	10 00		
8 06	Morristown, King's	10 00		
5 47	Morton's Corners	10 00		
87 25	Moser's River	28 00		
31 68	Mosherville	12 00		
16 57	Mossman's Grant	10 00		
13 04	Mountain Road	10 00		
1 90	Mount Cusack	10 00		
52 04	Mount Denison	23 00		
140 00	Mount Hanly	47 00		
7 06	Mount Pleasant	10 00		
13 86	Mount Thom Settlement	10 00		
198 03	Mount Uniacke	190 00		
15 54	Mount Uniacke Gold Mines (from 1st Dec., 1886)	4 17		
10 60	Mountville	10 00		
8 50	Mull River	12 00		
12 00	Munroe's Bridge	11 50		
14 15	Murchyville	10 00		
142 94	Musquodoboit Harbor	64 00		
12 66	Nappan	20 00		
128 23	Nappan Station	48 00		
40 00	Necum Teuch	16 00		
33 72	Neil's Harbor	16 00		
74 16	New Albany	28 00		
5 50	New Boston	10 00		
....	Newburn (*including arrears)	*17 50		
202 12	New Campbellton	93 00		
4 36	New Canada	10 00		
11 50	Newcomb	10 00		
28 59	Newcomb Corner	12 00		
6 15	New Cornwall	10 00		
9 58	New Edinburgh	10 00		
5 00	New Elm	10 00		
19 00	New Gairloch	12 00		
3,781 59	New Glasgow (*dicontinued 31st Dec., 1886)	1,100 00	100 00	*80 00
10 53	New Grafton	10 00		
23 82	New Harbor	16 00		
9 55	New Harris	10 00		
16 00	New Haven	16 00		
12 00	New Larig	12 00		
25 87	New Minas	14 00		
357 75	Newport	384 00		40 00
26 65	Newport Corner	19 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
174 84	Newport Landing	80 00		
157 59	Newport Station	47 50	100 00	
82 72	New Ross	36 00		
20 52	New Ross Road	10 00		
15 24	New Salem	10 00		
28 48	Newton's Mills	10 00		
	Newtonville (from 15th Feb., 1887)	1 25		
30 12	New Town	11 00		
18 56	New Tusket	10 00		
87 00	Newville	19 00		
113 00	Nictaux Falls	48 00		
47 53	Nine Mile River	16 00		
197 00	Noel	80 00		
10 00	Noel Road	10 00		
27 00	Noel Shore	12 00		
7 08	North Alton	10 00		
10 50	North Beaver Bank	12 00		
133 12	North Brookfield	24 00		
63 00	North East Branch, Margaree	30 00		
75 14	North East Harbor	36 00		
198 25	North End of Lochaber Lake	17 50		
11 36	Northfield (5 Quarters; *including arrears)	*16 00		
17 96	North Framboise	10 00		
16 86	North Grant	10 00		
26 28	North Granville	10 00		
9 12	North Gut, St. Ann's	11 50		
2 28	North Intervale	10 00		
9 00	North Medford	10 00		
9 00	North Mountain	10 00		
129 13	Northport	36 00		
40 03	North Range Corner	16 00		
57 29	North River	20 00		
9 71	North River Bridge, Colchester	17 50		
45 15	North River Bridge, Victoria	57 50		
3 43	North Salem	10 00		
20 00	North Section of Earltown	12 00		
26 35	North Shore, Cumberland	12 00		
11 00	North Shore, Victoria	10 00		
13 05	North Shore of St. Margaret's Bay	10 00		
1,671 87	North Sydney	640 00	36 00	100 00
1 86	North West	10 00		
	North West Arm	28 00		
	North West Cove	10 00		
33 58	Norwood	10 00		
10 92	Nuttby	10 00		
39 43	Nyanza	15 00		
102 08	Oakfield	50 00		
12 70	Oak Park	11 50		
9 45	Oban	10 00		
	Odin (from 15th Feb., 1887)	1 25		
8 99	Ogden	10 00		
10 09	Ogilvie	10 00		
9 11	Ohio	10 00		
111 00	Old Barns	32 00		
53 95	Oldham	23 00		
27 87	Onslow Mountain	11 50		

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$ cts.		$ cts.	$ cts.	$ cts.
131 00	Onslow Station	28 00		
5 34	Orangedale (5 Quarters)	14 00		
7 50	Outer Island of Port Hood	10 00		
19 40	Overton	10 00		
16 68	Owl's Head Harbor	10 00		
830 79	Oxford	320 00		40 00
11 08	Oyster Ponds (3 Quarters)	7 50		
230 79	Paradise Lane	100 00		
5 00	Parker's Cove	10 00		
15 97	Park's Creek	10 00		
1,765 14	Parrsboro'	520 00	100 00	80 00
14 02	Parrsboro' Shore	12 00		
8 00	Partridge Island	10 00		
28 24	Peggy's Cove	12 00		
28 13	Pembroke	14 00		
19 42	Pembroke Shore	11 50		
8 75	Perott Settlement	10 00		
28 72	Petite de Grat	16 00		
134 00	Petite Rivière Bridge	60 00		
19 81	Petpeswick Harbor	10 00		
3,906 86	Pictou	1,200 00	100 00	200 00
18 42	Pictou Island (including arrears)	*12 60		
173 00	Pictou Landing	60 00		
40 75	Piedmont Valley	16 00		
5 71	Pinedale	10 00		
12 92	Pine Tree	10 00		
83 30	Pirate Harbor	50 00	20 00	
48 00	Plainfield	19 00		
8 80	Plaister Mines	10 00		
20 56	Pleasant Bay	10 00		
52 45	Pleasant Harbor (late Shoal Bay)	19 00		
7 94	Pleasant Hills (from 1st Oct., 1886)	5 00		
.....	Pleasant Lake	11 50		
14 82	Pleasant Point	16 00		
47 28	Pleasant River (*including arrears)	*17 50		
10 01	Pleasant Valley	10 00		
.....	Pleasant Valley, Pictou	10 00		
12 51	Pleasant Valley, Yarmouth (from 15th June, 1886)	7 92		
14 00	Pleasantville	14 00		
38 19	Plymouth	12 00		
12 33	Plymouth Road	12 00		
75 28	Plympton	40 00		
3 82	Point Aconi	10 00		
9 50	Point Clear	10 00		
8 05	Point Edward	10 00		
16 58	Point Michaud	10 00		
5 50	Point of Cape	10 00		
65 24	Pomquet Chapel	24 00		
31 56	Ponds	20 50		
24 72	Poplar Hill	16 00		
189 56	Port Acadia	69 00		
95 00	Portapique	40 00		
29 62	Portapique Mountain	12 09		
22 76	Portapique Rear	11 50		
28 86	Port Beckerton	12 00		
66 25	Port Caledonia	47 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
86 50	Port Clyde	48 00		
16 03	Porter's Lake (*including arrears)	*14 50		
21 00	Port Felix	12 00		
293 34	Port George	80 00		
134 52	Port Greville	50 00		
350 02	Port Hastings	446 00		40 00
744 24	Port Hawkesbury	360 00	240 00	
62 39	Port Hillford	30 00		
640 18	Port Hood	300 00		
20 59	Port Hood Island	20 00		
35 25	Port Howe	15 00		
38 93	Port Joli	15 00		
262 73	Port LaTour	70 00		
72 49	Port Lorne	30 00		
252 52	Port Maitland	95 00		
14 81	Port Malcolm (late Cariboo Cove)	16 00		
88 32	Port Matoon	48 00		
290 45	Port Medway	130 00		
409 14	Port Mulgrave	180 00	24 00	
41 09	Port Philip	19 00		
9 63	Port Richmond	19 00		
31 09	Port Royal	15 00		
335 03	Port Williams	120 00		
356 73	Port Williams Station	170 00	120 00	
1 64	Preston (from 1st Nov., 1886)	4 17		
63 66	Prince Albert	28 20		
53 03	Princeport	20 00		
20 50	Princeville	12 00		
66 73	Prospect	30 00		
14 18	Pubnico Beach	10 00		
144 45	Pubnico Harbor	67 50		
627 61	Pugwash	320 00	10 00	40 00
37 00	Pugwash River	20 00		
10 00	Purlbrook	10 00		
13 33	Queensville	11 50		
23 39	Quinan	11 50		
25 59	Ragged Head	15 00		
13 69	Ragged Island	14 00		
9 00	Ramsay	10 00		
83 80	Rawdon	28 50		
61 00	Rawdon Gold Mines (from 1st Feb., 1887)	24 40		
9 75	Rear of Baddeck Bay	10 00		
10 00	Rear of Balls Creek	10 00		
9 97	Rear of Ben Eria	10 00		
7 50	Rear of Black River	10 00		
12 64	Rear of Little Judique	10 00		
14 00	Rear Lands, Sporting Mountain	28 50	6 00	
52 53	Red Island	2 50		
2 50	Reidway (from 1st Jan., 1887)	15 00		
18 00	Renfrew	10 00		
7 80	Reynardton	16 00		
36 84	Rhodes	10 00		
6 45	Rhodes' Corners	16 00		
48 00	Ritcey's Cove	50 00		
72 36	River Bourgeoise			

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
17 32	Riverdale	10 00		
38 55	River Dennis	24 00		
12 20	River Dennis Road	10 00		
83 85	River Hebert	84 00		
	River Hebert Bend (from 1st Feb., 1887)	1 67		
259 78	River Hebert, West Side	25 00		
84 45	River Inhabitants Bridge	40 00	8 00	
631 72	River John	300 00		40 00
13 38	River John Road	10 00		
133 31	River Philip	116 00		
98 15	Riversdale	40 00		
10 00	Riverside	10 00		
	Riverside Corner (from 1st Feb., 1887)	1 67		
17 00	Rivulet	12 00		
10 15	Roache Vale	10 00		
60 81	Robins	16 00		
6 35	Robinson's Corners (from 1st Dec., 1886)	3 33		
30 35	Rockdale	11 50		
0 12	Rockingham	16 00		
127 56	Rockingham Station (late Four-Mile House)	44 00		
23 00	Rocklin	16 00		
17 00	Rockley	11 50		
60 07	Rockville	20 00		
30 64	Rockwell Settlement	12 00		
16 00	Rocky Bay	10 00		
25 60	Rocky Mountain	12 00		
27 01	Roger's Hill	12 00		
20 24	Roman's Valley	10 00		
10 00	Rose	10 00		
20 40	Roseway	12 00		
8 27	Roslin	10 00		
14 14	Ross Corner	10 00		
47 69	Rossway	16 00		
263 50	Round Hill	87 50		
15 33	Round Island	10 00		
12 67	Roxbury	10 00		
105 12	St. Andrews	66 00		
22 74	St. Ann's	10 00		
16 00	St. Bernard	10 00		
5 33	St. Catharine's River	10 00		
56 46	St. Croix	23 00		
16 22	St. Esprit (from 1st June, 1886)	11 33		
14 00	St. George's Channel	14 00		
17 97	St. Joseph	12 00		
13 30	St. Mary's River	10 00		
7 86	St. Patrick's Channel	10 00		
25 78	St. Paul's	12 00		
399 54	St. Peter's	259 50	80 00	
25 40	Sable River (from 1st July, 1886; previously a Way Office)	15 00	45 00	
8 00	Salem, Cumberland	10 00		
128 95	Salem, Yarmouth (from 1st May, 1886)	9 17		
19 75	Salem Road	10 00		
11 48	Salmon River, Cape Breton	10 00		
	Salmon River, Digby (accounts not received)			
97 25	Salmon River, Halifax	40 00		

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$ cts.		$ cts.	$ cts.	$ cts.
15 61	Salmon River, Lake Settlement	12 00		
10 00	Salt Springs, Antigonishe	10 00		
108 00	Salt Springs, Pictou	61 00		
85 56	Salt Springs Station	24 00		
64 28	Sambro	20 00		
23 26	Sand Beach	11 50		
42 11	Sandford	12 00		
39 00	Sand Point	14 00		
72 21	Sand River	23 00		
9 05	Sandy Beaches	10 00		
134 77	Sandy Cove	68 00		
40 21	Sandy Point	16 00		
67 15	Saulnierville	30 00		
55 14	Saw Mill Creek	24 00		
42 92	Scatarie Island	15 00		
66 17	Scotch Village	24 00		
51 16	Scotsburn	24 00		
77 55	Scott's Bay	30 00		
9 65	Scott's Bay Road	10 00		
23 00	Scottsville	16 00		
32 38	Seaforth	10 00		
	Second Peninsula	10 00		
126 28	Selmah	50 00		
11 58	Shad Bay	10 00		
52 69	Shag Harbor	19 00		
45 25	Sheet Harbor Passage	15 50		
194 25	Sheffield Mills	72 00		
1,045 61	Shelburne (*including special items)	*435 98	12 00	*54 34
408 82	Sherbrooke	332 00		40 00
44 92	Shinemicas Bridge	19 50		
115 35	Ship Harbor	50 00		
59 73	Ship Harbor Lake	20 00		
33 69	Short Beach	16 00		
625 28	Shubenacadie	238 50	200 00	
55 15	Shulie	24 00		
	Shunacadie	10 00		
16 50	Sight Point	10 00		
23 95	Six Mile Brook	14 00		
41 97	Six Mile Road	15 50		
15 57	Skir Dhu	10 00		
8 50	Sky Glen	10 00		
10 25	Sky Mountain	10 00		
6 00	Sluice Point	10 00		
	Smithfield	11 50		
75 40	Smith's Cove	32 00		
25 76	Soldier's Cove	13 50		
198 50	Somerset (3 years)	167 50		
154 47	Sonora	50 00		
11 69	South	10 00		
140 56	Southampton	52 00		
39 07	South Bar Sydney River	14 00		
54 25	South Bay	20 00		
44 84	South Branch	16 00		
13 57	South Cove	10 00		
18 09	South East Passage	10 00		
44 72	South EndLochaber(3Quarters ;*including arrears)	*21 67		
119 21	South Farmington (2 Quarters)	50 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
10 00	South Gut, St. Ann's	20 00		
10 79	South Head, Cow Bay	10 00		
20 08	South Louisburg	11 50		
1 20	South McLellan's Mountain (re-opened 1st Feb ,'87)	1 67		
151 20	South Maitland	70 00		
7 64	South Merland	10 00		
242 00	South Ohio	67 50	20 00	
11 00	South Range	10 00		
166 11	South Rawdon	140 00		
8 85	South Side Baddeck River.	10 00		
41 30	South Side Basin, River Dennis	12 00		
12 50	South Side Boulardarie	10 00		
10 40	South Side of Whycocomagh Bay	10 00		
38 50	South Vale	20 00		
18 03	South Victoria	11 50		
11 40	Southville	10 00		
11 50	South West Mabou	12 00		
55 76	South West Margaree.	28 00		
30 00	Spa Springs	12 00		
133 16	Spencer Island.	44 00		
99 27	Springfield	34 50		
272 50	Spring Hill Junction	100 00		
1,712 39	Spring Hill Mines	487 50		55 00
101 00	Springville	34 00		
89 09	Spry Bay	40 00		
5 72	Spryfield	10 00		
1 68	Stake Road (from 1st March, 1887)	0 83		
23 23	Steam Mill Village	15 50		
45 19	Steep Creek	14 00		
1,297 14	Stellarton	480 00		60 00
81 00	Stewiacke Cross Roads.	50 00		
39 66	Still Water	24 00		
17 00	Stirling	11 50		
18 32	Stoddart's..	16 00		
26 56	Stone House	12 00		
23 05	Stormont	10 00		
115 50	Strathlorne	37 50		
35 00	Stronach Mountain	12 00		
15 57	Street's Ridge	12 00		
	Sugar Loaf (from 1st Aug., 1886; previously a Way Office; accounts not received)			
3 98	Summerside	10 00		
193 24	Summerville	64 00		
21 60	Summerville Centre.	16 00		
32 55	Sundridge	12 00		
98 67	Sunnybrae	35 00		
14 34	Sunnyside	10 00		
3 27	Surette Island	10 00		
25 76	Sutherland Mills	12 00		
21 50	Sutherland River	10 00		
3 25	Swansburg.	10 00		
2,276 86	Sydney	720 00	200 00	120 00
26 42	Sydney Forks.	16 00		
386 17	Sydney Mines	150 00		
21 84	Tancook Island.	11 50		
265 67	Tangier	120 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
22 20	Tarbert (from 1st June, 1886)	10 00		
508 63	Tatamogouche	220 00		
28 41	Tatamagouche Mountain	16 00		
58 50	Tenecape	20 00		
6 09	Terrence Bay	12 00		
29 27	The Falls	16 00		
56 12	The Points, West Bay	15 00		
162 50	Thompson's Mills	76 00	100 00	
490 05	Thorburn	172 50		
32 72	Thornville	24 00		
20 91	Three Mile House	11 50		
83 70	Three Sisters	55 00		
12 40	Tidnish	10 00		
90 33	Tiverton	40 00		
29 59	Toney River	14 00		
67 00	Torbay	62 00		
45 00	Torbrook	19 00		
22 10	Town Plot	12 00		
137 30	Tracadie	131 00		
8 41	Trafalgar	10 00		
27 20	Tremont	14 00		
217 75	Trenton	36 00		
18 76	Trout Brook	10 00		
8 00	Trout River	10 00		
16 00	Truemanville	12 00		
6,415 07	Truro (*discontinued 30th Sept., 1886)	1,640 00		*70 00
60 00	Tupperville	24 00		
199 96	Tusket	117 25	8 00	
62 35	Tusket Wedge	23 00		
9 44	Two Islands	10 00		
13 95	Two Rivers (from 1st May to 31st Dec., 1886)	6 66		
12 00	Union Centre	10 00		
6 16	Upper Big Tracadie	10 00		
	Upper Branch	10 00		
9 35	Upper Caledonia	10 00		
126 47	Upper Canard	50 00		
36 07	Upper Clarence	12 00		
29 19	Upper Clements	12 00		
5 35	Upper Clyde River	10 00		
73 58	Upper Cross Roads, St. Mary's	40 00	24 00	
86 00	Upper Dyke Village	28 00		
133 25	Upper Economy	50 00		
17 50	Upper Fort Lawrence	10 00		
40 55	Upper Granville	11 50		
	Upper Komptown (from 1st Feb., 1887)	1 67		
	Upper Kennetcook	10 00		
26 00	Upper LaHave	16 00		
7 50	Upper Leitche's Creek (from 1st July, 1886)	7 50		
25 10	Upper Malagash	10 00		
20 13	Upper Margaree	10 00		
119 46	Upper Musquodoboit (3 Quarters)	42 50		
26 02	Upper Newport	37 50		
24 99	Upper Nine-Mile River	12 00		
10 88	Upper North River	10 00		
21 00	Upper Perreaux	12 00		
66 24	Upper Port La Tour	30 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
80 29	Upper Rawdon	28 50		
35 50	Upper Sackville	10 00		
12 10	Upper Settlement, Baddeck River	10 00		
32 48	Upper Settlement, Middle River	12 00		
52 55	Upper Settlement, South River	22 00		
1 50	Upper South-West Mabou (from 1st Dec., 1886)	3 33		
329 16	Upper Stewiacke	116 50	20 00	
10 06	Upper Washabuck	10 00		
27 70	Upper Wood Harbor	20 00		
36 85	Urbania	10 00		
10 00	Usher	10 00		
24 33	Valley Mills	10 00		
102 98	Valley Station	36 00		
18 00	Vaughan	12 00		
16 49	Vernal	10 00		
10 00	Vernon Mines	10 00		
11 83	Vesuvius	10 00		
9 18	Victoria	10 00		
28 93	Victoria Beach	12 50		
13 31	Victoria Harbor	10 00		
173 69	Victoria Mines	60 00		
64 60	Victoria Vale	30 00		
1 29	Vienot's	10 00		
14 61	Villagedale	11 50		
65 00	Volger's Cove	20 00		
466 89	Wallace	170 00		
205 70	Wallace Bridge	100 00		
20 65	Wallace Grant	11 50		
17 50	Wallace Ridge	14 00		
10 50	Wallbrook	10 00		
180 78	Walton	80 00		
35 12	Waterford	12 00		
7 36	Waterloo	10 00		
24 90	Waternish	14 00		
35 78	Watervale	14 00		
980 50	Waterville	340 00		40 00
21 66	Watt Set't. Sheet Harbor (from 1st Sept., 1886)	5 83		
27 70	Waugh's River	14 00		
92 06	Waverley	56 00		
12 71	Waver Settlement	10 00		
17 61	Wellington	16 00		
37 79	Wentworth	16 00		
58 00	Wentworth Creek	16 00		
234 85	Wentworth Station	70 00	100 00	
35 25	West Advocate	16 00		
147 42	West Arichat	60 00		
259 50	West Bay	100 00	4 00	
20 55	West Berlin	12 00		
84 97	West Branch, River John	40 00		
117 48	West Branch, River Philip	40 00		
43 00	West Brook	30 00		
32 00	West Brook Mills (from 1st May, 1886)	9 17		
29 00	West Caledonia	12 00		
10 38	West Carriboo	10 00		
41 87	Westchester	18 00		
10 00	Westchester Lake	10 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts	$ cts.	$ cts.
21 53	West Chezzetcook	12 00		
53 13	West Dublin	24 00		
8 59	Western Head	10 00		
4 65	Westfield (from 1st Oct., 1886)	5 00		
93 60	West Gore	26 50		
30 75	West Hansford	11 50		
60 13	West Inglisville	16 00		
48 77	West Jeddore	16 00		
41 41	West La Have Ferry	24 00		
20 59	West Lakevale (including arrears)	10 83		
3 02	West Lawrencetown (from 1st Nov, 1886)	4 17		
15 06	West Leicester	10 00		
30 03	West Merigonishe	12 00		
156 98	West New Annan (*including arrears)	*75 00		
32 28	West Newdy Quoddy	16 00		
384 44	Westport	140 00		
33 00	West Pubnico	24 00		
64 39	West River	133 00		
411 86	West River, Sheet Harbor	200 00		
94 00	West River Station	60 00		
8 50	West Side, Lochaber	10 00		
11 18	West Side, Middle River	10 00		
937 88	Westville	360 00	10 00	40 00
1,074 29	Weymouth	686 00		100 00
819 76	Weymouth Bridge	320 00		40 00
5 50	Whitburn	10 00		
74 11	Whitehead	20 00		
20 09	White Hill	10 00		
9 00	White Point (3 Quarters)	9 00		
113 25	White Rock Mills	50 00		
432 00	Whycocomagh	250 00		
5 97	Whycocomagh Bay, North Side	11 50		
4 00	Whycocomagh, Rear	10 00		
12 00	Williamsdale	10 00		
2 33	Williamsdale, East (from 1st February, 1887)	1 67		
	William's Point (from 1st February, 1887)	1 67		
502 49	Wilmot	100 00	25 00	
8 13	Windham Hill	10 00		
3,750 77	Windsor (*discontinued 31st July, 1886)	1,000 00		*16 67
52 00	Windsor Junction	35 00		
95 52	Wine Harbor	40 00		
78 46	Wittenburg	19 00		
2,031 19	Wolfville	600 00		100 00
9 31	Woodbourne	10 00		
25 45	Woodville	12 00		
10 00	Wreck Cove	10 00		
6 00	Wyse's Corner	12 00		
6,476 15	Yarmouth (*including arrears; †discontinued, 31st March, 1887)	1,759 99	*660 01	†210 00
$197,044 84	Totals	†$60,746 57	$5,090 67	$2,981 84

†N.B.—Of this, the amount of $58,732 92 was paid from Revenue collections, and $2,013.65 from Parliamentary appropriation. The latter has been brought to account at page 115, part ii.

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

A, IN REPORT No. 3, D.

DETAIL of all payments made for Salaries, &c., in New Brunswick; showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	NEW BRUNSWICK DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
J. McMillan	Post Office Inspector, to 30th September, 1886 (deceased)	550 00			
S. J. King	Post Office Inspector from, and Postmaster of St. John to 10th November, 1886.	1,271 67		1,821 67	
W. C. Whittaker	1st Class Clerk	1,350 00		1,350 00	
W. R. Avery	2nd do	1,200 00		1,200 00	
W. Hatch	3rd do	760 00			
C. A. Murray	do	800 00			
R. J. Freeze	do from 1st May, 1887 (transferred from Railway Mail Service).	86 67		1,646 67	
E. Fairweather	Temporary Clerk, to 31st December, 1886.	200 00		200 00	
W. Bannister	Messenger	580 00		580 00	
	Total, Inspector's Office				6,798 34
	RAILWAY MAIL SERVICE.				
F. W. Blizard	Acting Chief Railway Mail Clerk	1,345 00		1,345 00	
G. M. Ryan	1st Class Railway Mail Clerk	960 00	419 14	1,379 14	
F. A. Estey	2nd do	800 00	323 01		
W. Starkie	do	800 00	345 42		
J. Philps	do	800 00	421 62		
W. J. Weldon	do	800 00	376 04		

J. R. Pidgeon		do		800 00	347 36		
G. A. Barker		do		800 00	324 02		
A. J. Gross		do		800 00	279 38		
D. Price		do		800 00	389 19		
H. Wathen		do		800 00	260 82		
J. G. Miller		do		800 00	391 49		
D. McKendrick		do		720 00	259 11		
A. Brittain		do		680 00	366 32		
R. G. Magee		do		653 33	353 12		
S. R. Jack		do		653 33	437 04		
S. R. Maxwell		do		680 00	362 53		
E. L. Willis		do		653 33	189 00		
						17,465 46	
R. J. Freeze	3rd	do	to 30th April, 1887 (transferred to Inspector's Office)	433 33	84 84		
G. H. Oulton		do		520 00	405 61		
A. Murray		do	(including arrears)	526 67	306 24		
J. Campbell		do		520 00	212 26		
A. C. Edgecombe		do		490 00	209 92		
F. C. Ketchum		do		490 00	178 11		
C. F. Hoben		do		480 00	227 52		
H. Nadeau		do		480 00	200 77		
J. H. Watt		do		480 00	217 78		
H. B. Peck		do		480 00	129 97		
W. S. Hall		do	from 1st May, 1887 (transferred from St. John P.O.)	80 00	29 54		
						7,182 56	
				19,324 99	8,047 17		
Total, Railway Mail Service							27,372 16
Grand Total carried forward				$26,123 33	$8,047 17	$34,170 50	$34,170 50

A, IN REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		$ cts.	$ cts	$ cts.
	Brought forward			34,170 50
	FREDERICTON POST OFFICE.			
P. McPeake	Postmaster	1,600 00	1,600 00	
J. Cameron	2nd Class Clerk	1,200 00	1,200 00	
W. B. Phair	3rd do	800 00		
E. W. Vavasour	do	720 00		
A. E. Wilson	do	510 00		
R. B. H. Philips	do	440 00	2,470 00	
A. S Phair	Letter Carrier	530 00	530 00	
J. D. Perkins	Temporary Letter Carrier, from 1st to 14th October, 1886	13 55	13 55	
	Total, Fredericton Post Office			5,813 55
	ST. JOHN POST OFFICE.			
S. J. King	Postmaster, to 9th November, 1886 (appointed Post Office Inspector)	1,000 00		
E. Willis	Postmaster, from 10th November, 1886	1,283 33		
J. Woodrow	Assistant Postmaster	1,500 00	3,783 33	
M. J. Potter	1st Class Clerk	1,200 00		
A. W. Reed	do	1,200 00	2,400 00	
H. P. Otty	2nd do	1,200 00		
A. McNichol	do	1,140 00		
R. O. McIntyre	do	1,140 00		
G. F. Ring	do (less fine; suspended from 7th to 13th May, 1887)	1,175 42		
J. S. Flaglor	do	1,100 00		

J. L. Finen		do		950 00		
R. D. Woodrow		do		900 00		
					7,605 42	
J. W. Ring	3rd	do		800 00		
R. A. Hamlin		do		800 00		
T. Jenkins		do		800 00		
J. H. Ritchie		do		800 00		
J. P. Bell		do		760 00		
A. Thompson		do		760 00		
J. C. Clark		do	(absent four days without leave in May, 1887)	553 78		
H. P. Lee		do		550 00		
F. Ferguson		do		460 00		
J. R. Copp		do		440 00		
J. P. Hipwell		do		440 00		
W. S. Hall		do	to 30th April, 1887 (transferred to Inspector's Division)	366 67		
W. O. Dunham		do		400 00		
J. Malcolm		do		400 00		
					8,330 45	
J. A. Ewing		Temporary Clerk from 14th May, 1887		52 69		
					52 69	
G. E. Withers		Superintendent Letter Carrier		455 00		
R. McLaughlin		Letter Carrier		600 00		
W. Young		do		600 00		
C. Belyea		do		600 00		
G. W. Plumpton		do		600 00		
W. Lane		do		600 00		
J. McManus		do		507 50		
J. Beamish		do		420 00		
U. Belyea		do		420 00		
A. Morgan		do		420 00		
R. Hill		do		397 66		
O. Grant		do	(suspended from 28th December, 1886, to 3rd January, 1887)	405 00		
C. H. Elston		do		367 50		
J. A. Mailman		do		367 50		
P. Cassely		do			7,360 16	
G. Bell		Messenger (office-keeper)		520 00	520 00	
			Total, St. John Post Office			30,052 05
			Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)			2,471 16
			Total			$72,507 26

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H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

A, IN REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
3 75	Abougoggin Road	10 00		
12 55	Acadia	10 00		
21 18	Acadia Siding	16 00		
19 54	Adamsville (from 1st August, 1886)	6 67		
8 67	Akerley	10 00		
405 99	Albert (*previously over-credited)	200 00	*40 00	
62 00	Albert Mines	23 00		
21 77	Aldouane	12 00		
60 15	Alexander's Point	24 00		
8 25	Alexandria	10 00		
7 46	Alison	10 00		
17 35	Allandale	11 50		
211 00	Alma	80 00		
102 50	Anagance	60 00		
14 53	Anagance Ridge	10 00		
5 61	Anderson	10 00		
514 80	Andover	247 50		
12 00	Annidale	10 00		
177 04	Apohaqui (*including arrears)	100 00	*33 50	
6 88	Archibald Settlement	10 00		
22 19	Argyle	16 00		
6 43	Armstrong	10 00		
203 15	Armstrong's Brook	84 00	8 00	
33 38	Armstrong's Corners	12 00		
124 00	Aroostook Junction	30 00		
14 38	Aroostook Portoge	10 00		
42 17	Arthurette	16 00		
12 58	Ashland	12 00		
36 00	Avery's Portage	18 00		
29 80	Avondale	16 00		
10 03	Babington	10 00		
41 00	Back Bay	16 00		
397 81	Baie Verte	150 00	20 00	
19 38	Baie Verte Road	12 00		
37 78	Baillie	20 00		
17 00	Bairdsville	16 00	24 00	
16 08	Balmoral	12 00		
14 00	Barachois	12 00		
137 32	Barnaby River (10 Quarters)	47 00		
53 51	Barnesville	24 00		
8 36	Barrettsholm	10 00		
3 92	Bartibog	10 00		
26 03	Bartibog Bridge	12 00		
22 43	Bartlett's Mills	12 00		
194 28	Bass River	80 00	10 00	
11 11	Basswood Ridge	10 00		
270 00	Bath	70 00	6 00	
1,491 33	Bathurst	580 00	100 00	60 00
682 82	Bathurst Village	320 00		
60 00	Bay du Vin	17 50		
7 99	Bay du Vin Mills	10 00		
199 28	Bayfield	60 00		
28 72	Bayside	12 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
15 87	Bayswater	12 00		
13 41	Bay View	10 00		
18 84	Beaconsfield	10 00		
33 25	Bear Island	22 00		
16 15	Beaufort	12 00		
16 25	Beaver Brook	11 50		
12 02	Beaver Dam	10 00		
81 20	Beaver Harbor	28 00		
31 55	Beech Hill	10 00		
78 03	Belledune	24 00		
60 40	Belledune River	24 00		
162 00	Bellefleur	31 00		
13 03	Belleisle	10 00		
14 51	Belleisle Bay	10 00		
61 36	Belleisle Creek	23 00		
9 89	Bellenden	10 00		
7 33	Belleville	10 00		
14 34	Belliveaux Village	10 00		
12 75	Belyea's Cove	10 00		
191 00	Benton	80 00		
16 48	Beresford	12 00		
85 00	Berry Mill Station	36 00		
10 00	Berryton	10 00		
13 00	Big Cove	10 00		
9 63	Biggar Ridge	10 00		
15 56	Birch Ridge	10 00		
6 52	Birdton	10 00		
308 85	Black Brook	90 00		
8 30	Black Land	38 00		
64 06	Black Point	16 00		
10 00	Black River (Northumberland)	16 00		
32 86	Black River (St. John)	16 00		
11 53	Black River Bridge	12 00		
12 00	Black Rock, Gloucester	16 00		
12 62	Black Rock, Victoria	10 00		
13 76	Black's Harbor	10 00		
251 77	Blackville	77 50		
12 62	Blair Athol	10 00		
7 15	Blanchard Settlement (from 1st June, 1886)	8 33		
13 65	Blayney Ridge	10 00		
32 77	Blissfield	11 50		
26 00	Blissville	26 00		
74 49	Bloomfield, Carleton	27 00		
30 93	Bloomfield, King's	24 00		
15 27	Bloomfield Ridge	12 00		
95 87	Bloomfield Station	44 00		
9 50	Blue Cove	10 00		
51 30	Bocabec	23 00		
	Boiestown (accounts not received)			
40 35	Bon Accord (late Upper Kincardine)	11 50		
78 41	Bonney River Station	18 00		
8 98	Botsford Portage	10 00		
9 63	Boudreau Village	10 00		
27 25	Boundary Creek	16 00	4 00	
5 80	Boundary, Presqu'Ile	10 00		
4 05	Bourgeois	10 00		
19 91	Bransfield	11 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B —Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
44 11	Breadalbane	19 00		
	Bridgedale	10 00		
78 11	Briggs' Corners	36 00		
265 59	Bristol	77 50	36 00	
3 43	Brookvale	10 00		
9 00	Brookville	10 00		
4 95	Brownsville	10 00		
62 00	Bryerton	28 50		
587 00	Buctouche	200 00	20 00	
9 10	Bull Moose Hill	10 00		
57 19	Bumfrau	19 00		
31 67	Burden	10 00		
42 88	Burnsville (*including arrears)	*17 50		
28 28	Burnt Church	15 00		
11 40	Burton	10 00		
308 38	Butternut Ridge	110 00	11 00	
	Cain's River	10 00		
12 07	Caledonia Settlement	10 00		
2 62	California	10 00		
65 42	Calhoun	30 00		
49 17	Cambridge	20 00		
23 68	Cameron's Mills	10 00		
7 62	Campbell Settlement, King's	10 00		
22 62	Campbell Settlement, York	12 00		
1,579 66	Campbellton	500 00	100 00	60 00
70 42	Campo Bello (5½ Quarters; *including arrears)	*55 83		
9 78	Canaan Rapids	10 00		
80 53	Canaan Station	36 00		
8 15	Canobie	10 00		
163 00	Canterbury	143 00		
373 46	Canterbury Station (*including arrears)	140 00	*10 00	
109 81	Cape Bald	36 00		
22 63	Cape de Moselle Creek	12 00		
18 78	Cape Spear	10 00		
24 26	Cape Station	12 00		
282 42	Caraquet	120 00	50 00	
1,426 68	Carleton (*discontinued 31st July, 1886)	500 00		*5 00
9 56	Carlingford	10 00		
19 55	Carlisle	11 50		
12 00	Carlow	12 00		
9 78	Caron Brook	10 00		
5 51	Carpenter	10 00		
13 79	Carsonville	10 00		
11 94	Carter's Point	10 00		
19 24	Case Settlement	10 00		
	Cassilis	10 00		
29 29	Castalia	14 50		
2 10	Cedar Camp	10 00		
12 10	Central Blissville	10 00		
21 69	Central Cambridge	12 00		
16 23	Central Hampstead	12 00		
11 85	Central Haynesville	10 00		
5 00	Central Kingsclear	12 00		
16 09	Central Norton	12 00		
8 35	Centreton	10 00		
7 56	Centre Village	10 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
250 50	Centreville	150 00		
2 10	Chamber's Settlement	10 00		
9 13	Chambord	10 00		
12 75	Chance Harbor	10 00		
32 34	Chapman	12 00		
3 51	Charleston	10 00		
127 00	Charlo Station	40 00		
3,844 77	Chatham	1,300 00	400 00	
26 16	Chelmsford	12 00		
	Chemical Road	10 00		
4 78	Cheney Settlement	10 00		
	Cherry Vale	10 00		
8 56	Chester	10 00		
147 35	Chipman	60 00	12 00	
10 00	Church Hill	10 00		
60 12	Church Point	20 00		
21 69	Clarendon	12 00		
40 65	Clarendon Station	16 00		
12 78	Clark's Corner	10 00		
90 30	Clifton, Gloucester	47 50		
96 94	Clifton, King's	50 00	24 00	
53 00	Clinch's Mills	30 00	4 00	
15 50	Clone's	12 00		
27 50	Clover Hill	12 00		
72 19	Coal Branch Station	32 00		
22 43	Coal Creek	12 00		
14 43	Coal Mines	12 00		
27 01	Coate's Mills	16 00		
143 00	Cocagne	72 00		
10 00	Cocagne Cape	10 00		
8 70	Cocagne River	10 00		
31 91	Cody's	16 00		
	Coldstream	12 00		
17 10	Coldstream, East	10 00		
66 09	Cole's Island (*1 Quarter; discontinued)	22 00	*2 00	
116 00	College Bridge	21 00		
194 00	Collina	60 00		
13 70	Connell	14 50		
14 97	Cookville	10 00		
21 88	Cork Station	12 00		
62 49	Corn Hill, King's	24 00		
8 99	Corn Hill, East	10 00		
8 14	Costigan	10 00		
9 11	Coughlan	10 00		
10 00	Coverdale	10 00		
11 14	Cox's Point	10 00		
38 25	Cross Creek	15 00		
53 21	Cumberland Bay	20 00		
12 86	Cumberland Point	10 00		
31 14	Cumming's Cove	10 00		
31 24	Curryville	16 00		
1,012 96	Dalhousie	450 00	80 00	40 00
127 42	Dalhousie Junction	34 00		
19 11	Daniel	12 00		
19 45	Dawson Settlement	10 00		
39 85	Dawsonville	11 50		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
4 04	Day's Corner	10 00		
212 07	DeBec	80 00		
12 82	Derby (from 1st July, 1886)	7 50		
5 10	De Wolf (from 1st June, 1886)	8 33		
21 81	Dipper Harbor	12 00		
9 89	Dixon's Point	10 00		
361 08	Doaktown	111 00		
15 77	Dobson's Corner	10 00		
10 75	Doherty	10 00		
14 67	Doherty's Mills	10 00		
11 86	Donegal	10 00		
1,703 22	Dorchester	640 00	30 00	80 00
9 66	Dorchester Crossing	10 00		
8 00	Dorn Ridge	10 00		
8 44	Douglas	16 00		
0 75	Douglasfield	10 00		
22 16	Douglas Harbor	15 00		
168 48	Douglastown	120 00		
19 25	Dover	10 00		
1 39	Dover Hill	10 00		
21 54	Downeyville	10 00		
10 22	Doyle's Brook	10 00		
9 63	Doyle Settlement	10 00		
62 50	Dumbarton Station (*3 Quarters)	20 00	*7 50	
14 57	Dumfries, Gloucester	12 00		
13 54	Dumfries, York	12 00		
6 02	Dundee	10 00		
3 64	Dungiven	10 00		
44 66	Dunphy	16 00		
25 76	Dupey's Corner	11 50		
12 09	East Rogerville	10 00		
7 40	East Scotch Settlement	10 00		
37 00	Edgett's Landing	28 00		
462 39	Edmundston	135 00	30 00	
26 40	Eel River	18 00		
67 00	Eel River Crossing (from 1st July, 1886)	7 50		
18 49	Eel River Lake	10 00		
326 32	Elgin	120 00	16 00	
21 31	Elmcroft	10 00		
11 00	Elmhurst	10 00		
54 55	Elmsville	15 00		
6 50	Elmwood	10 00		
20 48	Emigrant Road	11 50		
25 38	Emigrant Settlement	16 00		
11 78	English Settlement	10 00		
37 54	Enniskillen Station	24 00		
4 48	Erb (from 1st Aug., 1886)	6 67		
29 78	Escuminac	20 00		
9 00	Esdraelon	10 00		
2 68	Evandale (from 1st June, 1886)	8 33		
15 01	Everett	10 00		
24 74	Fairfield	12 00		
55 81	Fairhaven	16 00	10 50	
25 74	Fairleigh	10 00		
2 75	Fairview	10 00		

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$ cts.		$ cts.	$ cts.	$ cts.
508 08	Fairville	264 00		
15 17	Farmerston	10 00		
15 62	Farmingdale	10 00		
13 50	Fawcett Hill	10 00		
14 80	Fenwick	12 00		
68 24	Ferguson's Point	16 00		
38 00	Ferris	11 50		
6 41	Ferryville	10 00		
57 60	Flatlands	20 00		
250 48	Florenceville	236 00	20 00	
78 52	Florenceville, East	27 50	6 00	
10 60	Flower's Cove	10 00		
45 16	Ford's Mills	20 00		
32 28	Foreston (*previously over credited)	*15 00		
9 81	Forks	10 00		
64 48	Foster's Cove (15 Quarters)	37 50		
11 02	Foster's Croft	10 00		
22 82	Fosterville	10 00		
113 26	Four Falls	50 00		
27 85	Fox Creek	12 00		
9,810 43	Fredericton (salaries and expenses entered elsewhere)			
142 05	Fredericton Junction (*previously over credited)	80 00	*6 00	
7 90	Fredericton Road	10 00		
14 70	French Lake	10 00		
7 40	French Village	10 00		
4 50	Fulton Brook	10 00		
311 73	Gagetown	366 00	80 00	40 00
6 64	Gaguon	10 00		
10 94	Gailey	10 00		
27 12	Gardner's Creek	16 00		
9 32	Garnet	10 00		
27 00	Gaspereaux	28 00		
26 48	Gaspereaux Station	16 00		
9 94	Gaythorne	10 00		
10 71	Geary	10 00		
9 35	Germantown	10 00		
7 02	Gillespie	10 00		
21 03	Gladstone	10 00		
160 77	Glassville	64 00		
9 07	Glen Anglin	10 00		
13 60	Glencoe	10 00		
9 65	Glenlivet	10 00		
10 86	Glen Porter	10 00		
6 82	Glenvale	10 00		
4 69	Golden Grove	10 00		
7 36	Golden Grove Mills	10 00		
16 50	Golden Ridge	10 00		
38 38	Gondola Point	15 00		
12 07	Good Corner	10 00		
15 07	Gooseberry Cove	10 00		
13 64	Goose Creek	10 00		
30 56	Gordonsville	11 50		
21 98	Goshen	10 00		
5 01	Gowland Mountain	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
79 18	Grafton	40 00		
5 32	Grainfield	10 00		
177 56	Grande Anse	50 00		
18 70	Grand Bay	10 00		
545 60	Grand Falls	252 00	30 00	
8 82	Grand Falls Portage	10 00		
113 16	Grand Harbor (*including arrears)	30 00	*8 50	
42 64	Grandigue	16 00		
354 38	Grand Manan	130 00	16 00	
33 50	Grand River	20 00		
23 11	Grant	11 50		
18 86	Grattan	10 00		
95 85	Great Shemogue	31 50		
	Green Bush	10 00		
15 74	Greenfield	10 00		
8 66	Green Point	10 00		
16 50	Green Point Station	10 00		
29 00	Green River	16 00		
29 49	Greenwich Hill	16 00		
12 84	Greer	10 00		
27 41	Grey's Mills	12 00		
17 81	Gueguen	10 00		
	Halcomb	10 00		
9 18	Hamilton Mountain	10 00		
36 95	Hammondvale	41 00		
96 42	Hampstead	36 00		
348 50	Hampton	120 00		
8 59	Hamtown	10 00		
	Hanwell	10 00		
9 89	Hardingville	10 00		
29 32	Hardwicke	12 00		
1 67	Harewood	10 00		
10 74	Harley Road	10 00		
11 52	Hartford	10 00		
470 57	Hartland	140 00	24 00	
	Hart's Mills (closed 30th April, 1886)	0 83		
150 32	Harvey	245 00		
218 10	Harvey Bank	44 00		
215 89	Harvey Station	80 00	10 00	
7 75	Hastings	10 00		
86 90	Hatfield Point	28 50		
29 72	Head of Millstream	12 00		
42 44	Head of Tide	15 50		
8 00	Hebron	10 00		
7 46	Henderson Settlement	10 00		
0 92	Henry's Lake (closed 30th November, 1886)	9 17		
10 00	Heron Island	10 00		
21 48	Hibernia	11 50		
31 59	Highlands	12 00		
10 00	Hillandale	10 00		
589 40	Hillsborough	309 00		
37 00	Hillsdale	16 00		
5 66	Hillside	10 00		
10 20	Hiram	10 00		
13 89	Holderville (*including arrears)	*12 50		
11 00	Holmesville (3 Quarters)	7 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
70 88	Hopewell	27 00		
200 68	Hopewell Cape	100 00		
228 86	Hopewell Hill	80 00	10 00	
2 83	Hopper	10 00		
145 83	Hoyt Station	50 00	12 00	
3 33	Huestis Landing	10 00		
6 42	Hunter's Home	10 00		
3 97	Ida	10 00		
6 68	Imlah	10 00		
22 00	Inchby	11 50		
14 70	Indian Island	10 00		
5 75	Indian Mountain	10 00		
2,120 56	Indian Town	560 00		100 00
22 00	Inkerman	12 00		
10 00	Intervale	10 00		
4 00	Irishtown	10 00		
6 78	Irving Settlement	10 00		
23 43	Jacksontown	16 00		
101 15	Jacksonville	52 00		
108 16	Jacquet River	11 50		
29 10	Janeville	12 00		
9 90	Jeffry	10 00		
41 06	Jemseg	14 00		
27 08	Jenkins	12 00		
15 00	Jewett's Mills	10 00		
13 05	Johnson's Mills	10 00		
10 40	Johnston	10 00		
	Johnville	10 00		
99 88	Jolicure (10 Quarters)	50 00		
10 42	Jordan Mountain	10 00		
20 89	Juvenile Settlement	10 00		
6 25	Kars	10 00		
	Kay Settlement	10 00		
8 56	Keatings	10 00		
15 22	Keats	10 00		
15 00	Keith	14 50		
37 38	Kent Junction	24 00		
101 77	Keohan	10 00		
10 38	Kerry	30 00	20 00	
56 57	Keswick Ridge	95 00	12 00	
341 50	Kilburn Landing	10 00		
8 50	Kilfoil	5 00		
4 25	Killam's Mills (from 1st Oct., 1886)	30 00		
55 50	Kincardine	10 00		
14 79	Kingarth	32 00		
61 33	Kingsclear	10 00		
	Kingsley	419 00		40 00
1,017 00	Kingston, Kent	124 00		
86 78	Kingston, King's	34 00		
49 60	Kintore	16 00		
57 71	Kirkland	16 00		
37 72	Knowlesville	15 00		
29 03	Knoxford	70 00		
167 31	Kouchibouguac			

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
13 85	Kouchibouguac Beach	10 00		
10 59	Lakeburn	10 00		
24 00	Lakefield	20 00		
59 97	Lake George	20 00		
13 85	Lake Road	10 00		
6 72	Lake Stream	10 00		
27 30	Lakeview	12 00		
46 79	Lakeville	20 00		
25 02	Lakeville Corner	12 00	12 00	
4 11	Landry (from 1st Sept., 1886)	5 83		
41 02	Land's End	12 00		
14 03	Lansdowne	10 00		
7 36	Lawfield	10 00		
102 29	Lawrence Station	31 50		
21 49	Lawson	10 00		
27 70	Ledge	12 00		
9 48	Legere	10 00		
9 85	Legerville	10 00		
21 84	Leonardville	10 00		
159 55	Lepreaux	45 50	10 00	
114 53	L'Etete	36 00		
5 75	Lewis Mountain	14 50		
30 50	Lewisville	20 00		
25 56	Lily Lake	10 00		
10 72	Lime Hill	10 00		
9 60	Limekiln	10 00		
13 55	Lincoln	10 00		
17 73	Lindsay	10 00		
13 50	Linton's	10 00		
26 82	Little Branch	11 50		
8 04	Little Cape	10 00		
289 00	Little Lepreaux	90 00		
4 29	Little Musquash	10 00		
7 02	Little Ridge	10 00		
10 07	Little Ridgetown	10 00		
4 63	Little River, Coverdale	10 00		
12 00	Little River, Elgin	10 00		
17 67	Little River, Sunbury	10 00		
24 02	Little Rocher	12 00		
9 00	Little Salmon River Mills	10 00		
35 00	Little Shemogue	16 00		
12 89	Little Shippigan	20 00		
8 13	Loch Lomond	10 00		
6 51	Londonderry	10 00		
19 63	Long Creek	12 00		
16 44	Long Point	11 50		
46 20	Long Reach	20 00		
13 38	Long Settlement	10 00		
22 30	Lonsdale	10 00		
113 79	Lord's Cove	30 00		
	Lower Abougoggin	10 00		
23 10	Lower Brighton	12 00		
26 90	Lower Canterbury	20 00		
34 98	Lower Cape	20 00		
5 00	Lower Caraquet	12 00		
6 62	Lower Coverdale	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	* Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts		$ cts.	$ cts.	$ cts.
7 38	Lower Derby (from 1st Feb., 1887)	1 67		
	Lower French Village (accounts not received)			
79 03	Lower Gagetown	18 50		
7 09	Lower Hayneville	10 00		
16 58	Lower Line, Queensbury	10 00		
20 40	Lower Nappan	16 00		
22 77	Lower Newcastle	12 00		
15 33	Lower Poquiock	10 00		
44 20	Lower Prince William	24 00		
7 77	Lower Queensbury	10 00		
10 00	Lower St. Mary's	10 00		
16 00	Lower Southampton	16 00		
10 40	Lower Turtle Creek	10 00		
12 22	Lower Wakefield	10 00		
13 78	Lower Windsor	10 00		
12 70	Lower Woodstock	12 00		
9 13	Lozier Settlement	10 00		
22 81	Ludlow	15 00		
12 06	Lumsden	10 00		
9 26	Lutes Mountain	10 00		
17 95	Lynfield	10 00		
	Lyttleton	12 00		
392 50	McAdam Junction (*including arrears)	137 50	*7 00	
7 00	McAllister (from 1st Aug., 1886)	6 67		
11 11	McAlpine	12 00		
32 08	McDonald's Corner	12 00		
23 61	McDonald's Point	10 00		
10 93	McDougall Settlement	10 00		
44 54	McGinley	20 00		
16 00	McKee's Mills	10 00		
22 98	McKenzie's Corner	22 00		
5 61	McKnight (from 1st Aug., 1886)	6 67		
25 30	McLaughlin Road	12 00		
18 35	McLeod's Mills, late False Bay Beach	12 00		
17 07	McNamee	10 00		
4 67	McNaughton (from 1st Aug., 1886)	6 67		
1 32	McQuade (from 1st Jan., 1887)	2 50		
16 03	Mace's Bay	12 00		
14 95	Macinquack	10 00		
5 28	Mackville	10 00		
12 76	Mactaquack	10 00		
27 41	Magaguadavic	12 00		
24 45	Magundy	16 00		
24 22	Main River	16 00		
13 02	Manners Sutton	10 00		
13 00	Mannhurst	10 00		
12 00	Maple Green	24 00		
3 06	Mapleburst	10 00		
8 45	Mapleton	10 00		
17 49	Maple View	10 00		
13 74	Maplewood	10 00		
14 92	Maquapit Lake	10 00		
3 63	Marchbank (from 1st Aug., 1886)	6 67		
85 71	Markhamville	30 00		
50 98	Martin's Head	25 00		
15 97	Marvin	10 00		

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$ cts.		$ cts.	$ cts	$ cts.
433 50	Marysville	112 50		
61 68	Mascarene	11 50		
	Maugerville (accounts not received)			
4 09	Meadow	10 00		
33 86	Mechanics Settlement	14 00		
4 06	Memel	10 00		
207 83	Memramcook	144 00		
9 51	Middle Coverdale	10 00		
12 27	Middle Hainesville	10 00		
41 32	Middle St Francis	20 00		
338 04	Middle Sackville	120 00		
79 58	Middle Simmonds	32 00		
20 00	Middle Southampton	12 00		
	Midgic	10 00		
25 00	Midland	16 00		
5 97	Midway	10 00		
93 06	Milford	48 00		
16 34	Milkish	10 00		
9 97	Millbank	12 00		
10 90	Mill Brook	10 00		
10 34	Mill Cove	10 00		
5 01	Mill Creek	10 00		
133 74	Milledgeville	66 00		
226 48	Millerton	96 00		
20 28	Mill Settlement	10 00		
124 50	Millstream	37 50		
837 58	Milltown	320 00		40 00
128 09	Millville	60 00		
11 65	Mineral	10 00		
13 47	Mineral Hill	10 00		
63 07	Miscou Harbor	14 50		
33 00	Miscou Lighthouse	24 00		
13 74	Mispec	10 00		
12 56	Mizonette	10 00		
3,708 16	Moncton	2,000 00	100 00	
6 00	Moncton Road	10 00		
80 98	Monument Settlement	19 00		
108 57	Moore's Mills	44 00		
13 81	Moran	10 00		
7 25	Morcambe	10 00		
20 47	Moss Glen	10 00		
55 45	Moulie's River	19 00		
5 90	Mountain Brook	10 00		
10 00	Mountain Dale	10 00		
10 00	Mount Middleton	10 00		
34 33	Mount Pleasant	16 00		
8 00	Mount View	10 00		
26 92	Mountville	11 50		
30 05	Mount Whatley (from 1st May, 1886)	9 17		
59 39	Mouth of Jemseg	30 00		
59 16	Mouth of Keswick (*including arrears)	20 00	*7 50	
180 88	Mouth of Nerepis	110 00		
8 70	Mouth of St Francis	10 00		
20 40	Murray Road	12 00		
14 21	Murray's Corner	16 00		
90 78	Musquash	59 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
12 00	Nackawick	12 00		
98 31	Narrows	224 16	100 00	
53 21	Nashwaak	28 50		
31 93	Nashwaak Bridge	16 00		
42 99	Nashwaaksis	20 00		
195 40	Nashwaak Station	95 00		
26 50	Nashwaak Village	20 00		
12 45	Nasonworth	10 00		
108 00	Nauwigewauk	24 00		
21 49	Neguac	12 00		
37 20	Nerepis Station	12 00		
57 55	New Bandon	24 00		
8 33	Newburgh	10 00		
11 72	New Canaan	10 00		
2,785 34	Newcastle (*discontinued 31st December, 1886)	1,000 00	400 00	*80 00
37 00	Newcastle Bridge	16 00		
45 73	Newcastle Creek	20 00		
2 55	New Denmark (from 1st March, 1887)	0 83		
13 22	New Horton	10 00		
13 62	New Ireland	10 00		
2 44	New Ireland Road	10 00		
23 50	New Jerusalem	23 00		
6 24	New Market	10 00		
12 48	New Maryland (*including arrears)	10 00	*6 00	
304 70	New Mills	120 00	10 00	
19 40	New River Mills	11 50		
101 00	New Town	40 00		
1 22	New Zion	10 00		
11 84	Nixon	10 00		
21 36	Northampton	12 00		
	North Esk Boom	12 00		
21 30	Northfield	10 00		
5 47	North Forks of Salmon Creek	10 00		
24 99	North Lake	12 00		
4 56	North Renous, late McLaughlin (12 Quarters)	30 00		
2 94	North River	10 00		
57 00	North River Platform	20 00		
91 00	North-West Bridge	40 00		
14 54	Norton	12 00		
3 72	Norton Dale	10 00		
235 54	Norton Station	115 00	72 50	
104 51	Oak Bay	40 00		
7 42	Oakham	10 00		
20 00	Oakhill	10 00		
51 49	Oak Point, King's	24 00		
24 58	Oak Point, Northumberland	12 00		
7 44	Oakville	10 50		
12 00	Olinville	12 00		
1 60	O'Neil (from 1st January, 1887)	2 50		
238 89	Oromocto	124 00	48 00	
14 68	Ortonville	10 00		
425 80	Ossekeag (*including arrears)	160 00	*75 00	
16 15	Otnabog	10 00		
5 80	Paddock	10 00		
23 66	Painsec Settlement	12 00		

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$ cts.		$ cts.	$ cts.	$ cts.
40 00	Parent's	20 00		
27 60	Parker's Ridge	12 00		
6 35	Parlee Settlement	10 00		
34 62	Passekeag	16 00		
0 03	Patterson Settlement	10 00		
14 00	Pearson's	10 00		
100 00	Peel	28 00		
.....	Pembroke	10 00		
10 09	Peniac	12 00		
66 26	Pennfield	30 00		
88 75	Pennfield Ridge	23 00		
295 00	Penobsquis	140 00		
14 56	Perry's Point (from 1st October, 1886)	5 00		
15 81	Perry Settlement	10 00		
8 18	Perth	10 00		
196 00	Perth Centre (*previously over credited)	88 50	*18 00	
0 32	Petersville (*including arrears)	*13 00		
27 00	Peterseville Church	16 00		
1,222 17	Petitcodiac	440 00	50 00	40 00
9 55	Petite Lameque	10 00		
272 29	Petit Rocher	117 50		
9 65	Pierston	11 50		
18 80	Pine Ridge	12 00		
18 36	Pioneer	11 50		
21 28	Pisarinco	12 00		
14 95	Pleasant Ridge	11 50		
32 30	Pleasant Vale	14 00		
5 48	Plymouth	10 00		
104 06	Pockmouche	24 00		
16 10	Pocologan	10 00		
28 00	Pockshaw	12 00		
10 00	Pointe au Car	10 00		
234 58	Pointe du Bute	60 00		
257 21	Pointe du Chêne	80 00		
22 58	Pointe Escuminac	10 00		
7 53	Pointe La Nim	10 00		
18 52	Point Sapin	10 00		
158 51	Point Wolfe	24 00		
10 26	Poirier	10 00		
55 31	Pollet River	20 00		
15 82	Pollyhurst	12 00		
10 93	Pomeroy Ridge	10 00		
5 21	Poodiac	10 00		
64 49	Poquiock	30 00		
14 50	Portage River	10 00		
443 11	Port Elgin	142 50	57 50	
13 54	Porter's (from 1st May, 1886)	9 17		
1,049 29	Portland (12 Quarters)	942 50		
12 26	Power's Creek	10 00		
11 14	Pré d'en haut	10 00		
9 48	Priceburgh	10 00		
15 80	Prince of Wales	12 00		
83 89	Prince William	28 50		
139 50	Prince William Station	49 50	16 00	
5 32	Prosser Brook	10 00		
8 94	Protectionville	10 00		
19 44	Public Landing	10 00		
9 28	Pugh's Crossing	10 00		

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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
7 11	Quaco Road	10 00		
8 86	Queensbury	10 00		
4 28	Queensville	10 00		
18 91	Quisibus	12 00		
33 96	Quispamsis	16 00		
4 00	Rapide de Femme	10 00		
20 20	Ratigan	10 00		
5 00	Ratter's Corner	10 00		
15 00	Read	10 00		
96 75	Red Bank	32 00		
	Red Head	10 00		
18 50	Red Rapids (5 Quarters; *including arrears)	*16 00		
5 06	Reed's Point (from 1st Nov., 1886)	4 17		
5 88	Renaud's Mills	10 00		
52 83	Renous Bridge (*1 Quarter; discontinued)	20 00	*0 50	
11 81	Reynolds	10 00		
24 25	Richardville	11 50		
841 27	Richibucto	400 00		40 00
24 10	Richibucto Village	10 00		
91 38	Richmond Corner	36 00	8 00	
20 40	Riley Brook	20 00		
15 80	River Bank	10 00		
121 08	River Charlo	44 00	8 00	
40 07	River de Chute	40 00		
70 12	River Louison	36 00		
162 48	Riverside	40 00		
9 70	River View	10 00		
23 00	Rivière des Caches	16 00		
13 08	Robertson's Point	10 00		
25 38	Robichaud	12 00		
7 82	Robinsonville	10 00		
84 00	Rockland	40 00		
105 56	Rockland Station	70 00	25 00	
34 20	Rockport	14 00		
10 13	Rockville	10 00		
446 84	Rogersville	120 00		
34 52	Rolling Dam	12 00		
16 45	Rosedale	10 00		
24 50	Rose Vale	12 00		
973 93	Rothsay	135 00	20 00	
102 50	Round Hill	46 00	12 00	
20 40	Rowena	10 00		
16 20	Roxburgh	11 50		
1 50	Royal Road	11 50		
7 39	Royal Road, West	10 00		
19 83	Royalton	12 00		
40 95	Rusagornis	16 00		
9 91	Rusagornis Station	10 00		
	Ruther Glen	10 00		
9 82	St. André de Shediac	10 00		
1,461 64	St. Andrews (*including special allowance)	*980 00	200 00	100 00
7 06	Ste. Anne	10 00		
8 91	St. Anthony	10 00		
44 78	St. Castin	14 50		
55 06	Ste Croix	20 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
861 05	St. George	462 00		40 00
49 15	St. Hilaire	15 00		
20 26	St. Ignace	12 00		
15 00	St. Isidore	10 00		
36,981 60	St. John (salaries and expenses entered elsewhere)			
331 80	St. Joseph	120 00		
19 79	St. Leonard's	20 00		
66 50	St. Leonard's Station	28 50		
164 28	St. Louis de Kent	59 00	8 00	
391 67	St. Martin's	180 00		
46 31	St. Mary's	16 00		
485 35	St. Mary's Ferry	130 00		
8 92	St. Norbert	10 00		
15 60	St. Paul's	10 00		
3,586 38	St. Stephen (* including arrears)	*1,220 00	120 00	*200 00
7 81	St. Thomas	10 00		
2,360 06	Sackville	800 00	40 00	100 00
4 26	Saint Pierre	10 00		
0 09	Saint Simon (from 1st Jan., 1887)	2 50		
6 02	Salem	10 00		
28 29	Salina	12 00		
579 17	Salisbury	275 00		
12 16	Salmon Beach	18 00		
35 03	Salmon Creek	14 00		
11 07	Salmondale	10 00		
51 46	Salmonhurst	34 50		
72 00	Salmon River	32 00		
27 63	Salt Springs	12 00		
6 21	Sand Point Road	10 00		
17 34	Sargent	10 00		
21 52	Sartell	10 00		
9 48	Scotch Lake	10 00		
18 82	Scotch Ridge	12 00		
9 59	Scotch Settlement	10 00		
23 30	Scotch Town	12 00		
29 69	Scovill's Mills	16 00		
11 27	Scribner	10 00		
12 60	Sea Dog Cove	10 00		
18 04	Sea Side	16 00		
50 98	Seal Cove	18 00		
12 18	Second Falls	18 00		
4 14	Second Westcock	10 00		
	Sevogle	10 00		
22 56	Shanklin	12 00		
24 13	Shannon	12 00		
7 40	Shannonvale	10 00		
15 87	Sharpe	10 00		
10 55	Sheba	10 00		
1,777 98	Shediac	540 00	75 00	60 00
7 96	Shediac Bridge	10 00		
18 04	Shediac Road	10 00		
110 34	Sheffield	186 00		
125 00	Sheffield Academy	47 00		
9 45	Shenstone	10 00		
	Shepody Road	10 00		
3 80	Sherlock	10 00		
9 91	Shinnickburn	10 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
190 97	Shippigan	70 00	20 00	
10 94	Shippigan Island	10 00		
10 00	Shortholme	10 00		
14 69	Silverstream	10 00		
19 22	Six Roads	11 50		
84 37	Smith's (*including arrears)	*41 32		
19 24	Smith's Creek	12 00		
26 10	Smith Town	10 00		
24 84	Snider Mountain	10 00		
141 95	Somerville	35 00	12 00	
0 50	Southampton	12 00		
26 07	South Bay	20 00		
8 25	South Branch, Kent	10 00		
50 38	South Branch, St. Nichola's River	20 00		
15 00	South Clones	12 00		
	South Esk	10 00		
16 10	South Knowlesville	12 00		
194 08	South Nelson	70 00		
9 78	South Nelson Road	10 00		
15 12	South Renous (late Renous River)	14 00		
93 42	South Rockland	50 00		
26 07	South Side Cocagne River	10 00		
18 70	South Tilley	10 00		
1 25	Speerville (3 Quarters)	7 50		
8 56	Spence	10 00		
199 90	Springfield, King's	100 00	40 00	
15 25	Springfield, York	10 00		
9 00	Spring Hill	10 00		
4 50	Spruce Lake	10 00	6 00	
0 95	Spruce Lake Station	10 00		
121 42	Stanley	60 00		
59 36	Starkey's	31 50		
8 33	Steevescote	10 00		
8 20	Steeve's Mountain	10 00		
8 17	Steeve's Settlement	16 00		
48 18	Stewarton	20 00		
4 18	Stile's Village	10 00		
65 31	Stonehaven (from 1st Aug., 1886)	6 67		
6 94	Stony Creek	10 00		
2 00	Strathabo	10 00		
15 00	Strathadam	11 50		
24 03	Stymast Settlement	12 00		
8 50	Summerfield	10 00		
31 10	Summer Hill	10 00		
3 70	Sunnyside	10 00		
215 00	Surrey	80 00		
175 97	Sussex Corner	64 00		
11 00	Sussex Portage	10 00		
1,968 58	Sussex Vale	620 00	100 00	80 00
21 50	Swan Creek	10 00		
13 68	Sweeneyville	10 00		
2 10	Synton	10 00		
7 29	Sypher's Cove	10 00		
93 34	Tabucintac	40 00		
95 90	Taylor Village	36 00		
16 80	Tay Mills	10 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts	$ cts.	$ cts.
38 88	Tay Settlement	15 00		
24 55	Temperance Vale (5 Quarters)	15 00		
23 38	Temple	10 00		
0 26	Ten Mile Creek	12 00		
10 00	Tennant's Cove	10 00		
10 00	Tête à Gauche River, North Side	10 00		
10 32	Tête à Gauche River, South Side	10 00		
7 95	Texas River	10 00		
20 91	The Barony	10 00		
32 05	The Range	12 00		
3 25	Thomond	10 00		
2 04	Thornbrook	10 00		
26 44	Thorntown	12 00		
31 49	Three Brooks	15 00		
45 63	Three-Mile House	24 00		
5 29	Three-Tree Creek	10 00		
34 00	Tidnish Bridge	12 00		
16 18	Tilley	10 00		
4 93	Tilley Road	10 00		
42 93	Titusville	16 00		
19 54	Tobique River	12 00		
5 80	Tooleton	10 00		
73 18	Tower Hill	20 00		
260 32	Tracadie	115 00		
42 00	Tracey's Mills	16 00		
89 06	Tracey's Station	24 00		
7 16	Traceyville	10 00		
	Trout Brook	10 00		
34 44	Turtle Creek	12 00		
21 50	Tweedside	12 00		
34 62	Undine	15 00		
10 80	Union Corner	10 00		
38 00	Upham	16 00		
72 25	Upham Station	24 00		
11 89	Upper Abougoggin	10 00		
6 82	Upper Bay du Vin	10 00		
17 53	Upper Brighton	12 00		
8 44	Upper Burton	10 00		
12 00	Upper Buctouche	10 00		
26 50	Upper Cape	12 00		
58 56	Upper Caraquet	24 00		
15 67	Upper Caverhill	10 00		
9 11	Upper Coal Creek	10 00		
12 44	Upper Coverdale	10 00		
93 42	Upper Gagetown	34 50		
28 50	Upper Gaspereaux	20 00		
10 00	Upper Goshen	10 00		
10 83	Upper Greenwich	10 00		
53 36	Upper Hamstead	23 00		
43 32	Upper Hayneville	30 00		
89 17	Upper Kent	23 00		
32 50	Upper Keswick	20 00		
15 70	Upper Keswick Ridge	10 00		
18 97	Upper Kintore	10 00		
6 97	Upper Knoxford (3 Quarters)	7 50		
8 62	Upper Loch Lomond	10 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
32 78	Upper Magaguadavic	16 00		
32 23	Upper Maugerville	12 00		
3 52	Upper Mills	10 00		
61 95	Upper Neguac	19 00		
10 00	Upper New Horton	10 00		
12 93	Upper Otnabog	10 00		
15 82	Upper Peel	13 50		
36 00	Upper Pointe de Bute	20 00		
10 03	Upper Queensbury	10 00		
11 27	Upper Rockport	10 00		
140 83	Upper St. Bazil	52 00		
54 52	Upper St. Francis	19 00		
172 01	Upper Sackville	72 00		
144 66	Upper Sheffield	40 00		
9 71	Upper Southampton	10 00		
51 13	Upperton	15 50		
31 00	Upper Wicklow	16 00		
179 74	Upper Woodstock	100 00		
10 00	Urquhart's	10 00		
93 00	Victoria	50 00		
1 80	Victory	10 00		
19 20	Vienneau	10 00		
21 94	Waasis Station	16 00		
1 76	Walker's Settlement	10 00		
6 61	Walton's Lake (from 1st June, 1886)	8 33		
9 00	Ward's Creek Road	10 00		
41 95	Waterborough	12 00		
107 59	Waterford	60 00		
32 00	Waterside	12 00		
92 16	Waterville	27 50		
7 57	Watson Settlement	10 00		
21 86	Waweig	10 00		
	Wayerton	10 00		
789 50	Weldford	275 00	12 00	
7 06	Wellington	10 00		
3 00	Wells'	10 00		
182 98	Welsford (*including arrears)	60 00	*12 50	
42 42	West Branch St. Nicholas River	16 00		
19 50	Westcock	12 00		
27 52	Westfield	11 50		
19 00	West Glassville	12 00		
236 50	Westmoreland Point	126 00	120 00	
135 77	West Quaco	50 00		
13 84	West River	10 00		
10 99	West Scotch Settlement	10 00		
	Wheaton Mills	10 00		
	Wheaton Settlement	10 00		
53 06	Whitehead, Charlotte	20 00		
10 00	Whitehead, King's	10 00		
64 89	White's Cove	30 00		
9 08	White's Mills	10 00		
8 63	White's Point	10 00		
0 66	Whitney	10 00		
30 07	Whittier's Ridge	16 00		
58 52	Wickham	18 00		

A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
56 00	Wicklow	26 00		
3 01	Wiggins	10 00		
	Wilbur	10 00		
5 92	Williamstown	10 00		
3 38	Willowdale	10 00		
28 19	Willowgrove	12 00		
13 00	Wilson's Beach	11 50		
2 93	Wilson's Point (from 1st Sept., 1886)	5 83		
46 68	Winding Ledges	12 00		
22 86	Windsor	12 00		
27 96	Wood Point	12 00		
14 35	Woodside	10 00		
4,142 22	Woodstock (*discontinued, 31st August, 1886)	1,100 00	400 00	*40 00
2 20	Woodville	10 00		
12 24	Woodstock Road Station	10 00		
100 30	Woodward's Cove	50 00		
10 00	Yoho	10 00		
43 21	York Mills	16 00		
56 69	Young's Cove	20 00		
23 01	Zealand Station	11 50		
$142,125 81	Totals	†$39,995 99	$3,571 50	$1,245 00

† N.B.—Of this the amount of $37,524.83 was paid from Revenue collections and $2,471.16 from Parliamentary appropriation. The latter has been brought to account at page 143, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, E.

DETAIL of all payments made for Salaries, &c., in Manitoba and the North-West Territories; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Provisional Allowance	Night Duty and Mileage.	Grand Total.
	MANITOBA, &c., DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
W. W. McLeod	Post Office Inspector	2,200 00	275 00		
A. W. Cairns	Assistant Inspector (including arrears)	1,450 00	242 50		4,167 50
A. McGillis.	2nd Class Clerk	1,137 50	227 50		
C. F. Tuck	do	900 00	225 00	20 03	2,510 03
J. L Broughton	3rd do	530 00	212 00		
W. T. Macpherson	do	440 00	176 00		
T H. Marshall	do	440 00	176 00		
E. R. Stevenson	do Probationary, from 1st Feb., 1887 (transferred from Winnipeg Post Office)	166 66	66 67		2,207 33
	Total, Inspector's Office	7,264 16	1,600 67	20 03	8,884 86
	RAILWAY MAIL SERVICE.				
C. E. Kavanagh	Chief Railway Mail Clerk	1,350 00	270 00	148 50	1,768 50
A. J. Patton	1st Class Clerk	960 00	240 00	572 91	1,772 91
J. A. Carman.	2nd do	800 00	200 00	448 88	
W. T. Cox	do to 30th Nov., 1886 (transferred to British Columbia Division)	333 34	83 34	5 79	
J. G. Norris	do	720 00	180 00	458 73	
C. R. Stewart	do	680 00	170 00	644 89	
J. H. P. Brown	do to 30th Nov., 1886 (transferred to Kingston Division)	266 66	66 66	139 37	
R. Montgomery	do from 1st Nov., 1886 (transferred from Ottawa Division)	480 00	116 50	275 94	

A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Total.
	RAILWAY MAIL SERVICE—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
L. T. Prud'homme	2nd Class Clerk, from 1st Feb., 1887 (transferred from Winnipeg Post Office)	316 67	79 17	587 67	
W. B. Sloan	do Probationary; promoted from 3rd Class, 1st Jan., 1887	580 00	184 00	380 86	
H. H. Phinney	do do do (including arrears)	586 67	186 67	541 70	
F. E. Harrison	do do do	573 34	181 34	618 53	
J. G. Moore	3rd do	546 66	218 66	289 60	10,886 72
J. J. O'Farrell	do to 31st Oct., 1886 (including arrears; tranferred to British Columbia Division)	176 67	70 66	182 64	
C. Gleeson	do	513 34	205 34	432 62	
T. A. Scott	do	480 00	192 00	405 91	
J. T. Colton	do	480 00	192 00	482 16	
J. Kinney	do	480 00	192 00	597 43	
A. C. James	do	480 00	192 00	501 09	
T. J. Smith	do	480 00	192 00	515 99	
A. Hicks	do	480 00	192 00	540 90	
W. T. Barrett	do	480 00	192 00	579 20	
A. Lamothe	do from 1st Nov., 1886 (transferred from Winnipeg Post Office)	373 33	149 33	456 75	
J. D. Sherman	do from 1st Dec., 1886 (less fine; transferred from Kingston Division)	278 00	105 80	183 47	
A. McBride	do Probationary, from 2nd Sept., 1886	398 67	159 47	339 93	
A. M. Ferguson	do do from 1st Oct., 1886	360 00	144 00	358 11	
G. L. Ferguson	do do from 1st Dec., 1886 (transferred from Winnipeg Post Office)	280 00	412 00	170 97	
A. Caven	do do from, and Temp'y Railway Mail Clerk to, 1st Dec., '86	480 00	192 00	613 38	16,118 08
P. W. Allaire	Temporary Railway Mail Clerk	480 00	192 00	411 14	
D. Cameron	do do	480 00	192 00	590 57	
H. B. Rogers	do do (mileage only; transferred to British Columbia Division)			27 70	
J. M. McNeil	do do to 15th June, 1887	440 00	184 00	282 50	
W. A. Porter	do do from 4th Aug., 1886	436 13	174 45	451 03	
A. S. Royal	do do from 29th Nov., 1886	285 33	114 13	226 20	
R. W. Holland	do do from 11th Jan., 1887	227 09	90 83	181 67	5,466 77
	Total, Manitoba, &c., Railway Mail Service.	16,761 90	5,606 35	13,644 73	36,012 98

WINNIPEG POST OFFICE.

W. Hargrave	Postmaster	2,400 00	300 00		
R. R. Brough	Assistant Postmaster	1,800 00	360 00		4,860 00
J. O. Poitras	2nd Class Clerk	1,200 00	240 00		
E. Barrett	do	1,112 50	222 50		
C. M. Boswell	do	1,112 50	222 50		
G. H. Allen	do	1,087 50	217 50		
J Scott	do Probationary; promoted from 3rd class, 1st January, 1887	830 00	207 50		
H. C. Dumas	do do do do	830 00	207 50		7,490 00
J. Taylor	3rd do to 30th September, 1886 (resigned)	200 00	50 00		
L. T. Prud'homme	do to 31st January, 1887 (transferred to Manitoba Division)	443 33	110 83		
J. R Simons	do	770 00	192 50		
W A Rice	do	610 00	152 50		
A. Lamothe	do to 31st October, 1886 (transferred to Manitoba Division)	186 67	74 67		
G. A. Hargrave	do	560 00	224 00		
W. Braden	do	530 00	212 00		
F. Arneil	do	520 00	208 00		
A. Monkman	do	510 00	204 00		
D. J. Smith	do	800 00	200 00		
W. Johnson	do	720 00	180 00		
W. S. Lipsett	do from, and Letter Carrier to, 1st August, 1886	396 67	158 67		
G. L Ferguson	do Probationary, to 30th November, 1886 (transferred to Manitoba Division)	166 66	66 66		
T. Broad	do do	400 00	160 00		
R. J. Lipsett	do do from 1st December, 1886	233 34	93 34		
A. F. A. Chabot	do do from, and Temporary Clerk to, 31st December, 1886	400 00	160 00		
D. A. Keizer	do do do do do (suspended from 4th to 19th December, 1886)	382 80	153 11		
B. Parson	do do from, and Temporary Clerk to, 31st December, 1886	400 00	160 00		10,989 75
E. Stevenson	Temporary Clerk, to 31st January, 1887 (transferred to Manitoba Division)	233 33	93 33		
R. R. Mills	do (less fine)	399 50	160 00		
S. Mulvey	do to 14th July, 1886	15 05	6 02		
W B. Sheppard	do	400 00	160 00		
G. P. Sheppard	do to 30th September, 1886	100 00	40 00		
R. Spence	do to 16th February, 1887 (dismissed)	252 37	100 95		
R. S. Cox	do from 6th October, 1886	294 62	117 85		
W. J. Gow	do from, and Letter Carrier to, 1st December, 1886	395 84	158 34		
J. Wallis	do from 13th May, 1887	53 76	21 51		3,002 47
E. A. Griffith	Superintendent Letter Carrier	520 00	208 00		
W. Cunningham	Letter Carrier	520 00	208 00		
R. Miller	do	520 00	208 00		
W. J. Cuthbert, jun	do	390 00	156 00		
W. M. Burrows	do	390 00	156 00		
J. H. Lilly	do	390 00	156 00		

A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Total.
	WINNIPEG POST OFFICE—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
A. Taylor	Letter Carrier	475 00	190 00		
J. McDonald	do	375 00	150 00		
S. J. Smith	do	375 00	150 00		
W. H. Taylor	do	375 00	150 00		
W. J. Cuthbert, sen.	do to 30th April, 1887 (on leave of absence without salary)	300 00	120 00		
J. Close	do from 1st September, 1886; also Temporary Letter Carrier from 10th August, 1886	321 29	128 52		
S. Knighton	do from 6th October, 1886	265 16	106 07		
H. W. Dayton	do from 1st February, 1887	150 00	60 00		7,513 04
W. A. Kemp	Temporary Letter Carrier	360 00	144 00		
W. G. Nicholson	do do to 31st August, 1886 (resigned)	60 00	24 00		
N. Gow	do do from 1st December, 1886	210 00	84 00		882 00
J. Brown	Messenger	600 00	150 00		750 00
	Totals, Winnipeg Post Office	27,342 89	8,144 37		35,487 26
	RECAPITULATION.				
	Totals of Inspector's Office	7,264 16	1,600 67	20 03	8,884 86
	do Railway Mail Service	16,761 90	5,606 35	13,644 73	36,012 98
	do Winnipeg Post Office	27,342 89	8,144 37		35,487 26
	Grand Totals	51,368 95	15,351 39	13,664 76	80,385 10
	Balances of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement)				2,422 38
	Total				$82,807 48

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

A, IN REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Manitoba and the North-West Territories, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
40 28	Abernethy	14 50		
49 00	Adelpha	23 00		
177 48	Alameda	40 00		
48 16	Alcester	19 00		
318 87	Alexander Station	80 00		
274 55	Allanburn (*including arrears)	11 00	*100 00	
47 25	Almasippi	20 00		
36 62	Antler	16 00		
1,420 89	Archibald	430 00	200 00	75 00
175 18	Arden Station	47 50		
22 00	Ardpatrick	11 50		
12 29	Argyle	12 00		
40 60	Armstrong's Lake	19 00		
28 37	Arnaud	16 00		
2 50	Arnes (from 1st Jan., 1887)	2 50		
12 99	Arrochar (from 1st Sept., 1886)	5 83		
46 47	Arrow River	19 60		
16 73	Arrowton	16 00		
142 07	Asessippi	47 50		
3 06	Ash Creek (from 1st Feb., 1887)	1 67		
70 64	Assiniboine	16 00		
94 00	Aubigney	15 00		
207 82	Austin	69 00		
15 16	Aweme	12 00		
104 00	Baie St. Paul	69 00		
18 57	Balcarres	12 00		
274 48	Balgonie	70 00		
23 54	Balmerino	16 00		
153 62	Balmoral	66 50		
495 23	Banff (from 1st June, 1886)	166 67		
23 30	Barnsley (from 1st Jan., 1887)	2 50		
30 36	Basswood (from 1st Sept., 1886)	5 83		
57 00	Batoche	30 00		
745 25	Battleford (*from 1st July, 1886)	285 00		*30 00
40 62	Beaconsfield	40 00		
135 11	Beauséjour	35 00		
19 25	Beaver Creek	20 00		
31 29	Beaver Rapids	20 00		
52 48	Belleview	20 00		
60 00	Benbecula	11 50		
330 53	Beulah	155 00		
283 33	Binscarth	80 00		
41 48	Bird's Hill	24 00	20 00	
1,379 05	Birtle	460 00	97 16	60 00
30 88	Blake	12 00		
71 20	Blumenort	20 00		
10 17	Blythfield	12 00		
24 50	Boakview	22 00		
	Boissevain (from 1st November, 1886; accounts awaiting adjustment)			

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
1 41	Bonnie Doon (from 1st March, 1887)	0 83		
64 14	Boscurvis	14 50		
96 00	Bradwardine	50 00		
7,800 14	Brandon	2,720 00	400 00	600 00
59 46	Brandon Hills	19 50		
64 23	Bridge Creek	24 00		
47 58	Brierwood	12 00		
722 31	Broadview	360 00	50 00	
25 58	Brokenhead (from 1st Nov., 1886)	4 17		
15 00	Brookdale	10 00		
71 07	Burnside	30 00		
49 06	Butterfield	30 00		
33 98	Cadurcis	16 00		
81 56	Calf Mountain	40 00		
5,829 44	Calgary	1,400 00	300 00	300 00
149 79	Camille	40 00		
47 86	Campbellville	20 00		
325 96	Canmore	130 00		
1,345 00	Carberry	415 00	60 00	55 00
411 60	Carleton (closed 31st July, 1885; arrears of revenue and salary)	58 34		
27 67	Carlingville	15 00		
271 60	Carlyle	69 00		
435 91	Carman	160 00		
94 58	Carnduff	31 50		
62 51	Caron	28 50		
42 58	Carrolton	16 00		
22 54	Carsdale	16 00		
74 37	Carson	26 00		
345 39	Cartwright	120 00		
43 04	Castleavery	21 38		
195 12	Chater	100 00		
28 20	Chortitz	12 00		
39 00	Chumah	24 00		
47 51	Clandeboye	40 00		
16 59	Clan William (closed 31st Aug., 1886; re-opened 1st March, 1887)	11 67		
68 10	Clare	16 00		
54 92	Clarkleigh	18 00		
32 75	Clear Springs	20 00		
382 97	Clear Water	100 00	40 00	
42 90	Clover Bar	40 00		
64 87	Cook's Creek	20 00		
41 15	Craigilea	20 00		
85 52	Craven	30 00		
48 10	Creeford	24 00		
28 36	Crescent Lake	33 00		
26 96	Crewe	20 00		
124 72	Cross Lake Station	28 50		
459 26	Crystal City	160 00		
143 49	Cyprus River (late Littleton)	40 00		
34 00	Dalesboro'	16 00		
138 45	Dalton	80 00		
144 07	Darlingford	115 00	12 00	
84 25	De Clare	28 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
827 43	Deloraine	240 00		
17 10	Dennington (from 1st Oct., 1886)	5 00		
134 94	Desford	57 50		
453 17	Dominion City	200 00		
36 16	Donore	16 00		
162 63	Douglas Station	57 50		
18 00	Drumconnor	16 00		
20 17	Dry River	16 00		
23 50	Dunbow	11 50		
31 23	Dundee	16 00		
92 73	Dunmore Junction (*from 1st July, 1886)	32 50	*60 00	
130 59	Dynevor	50 00		
202 58	East Selkirk	107 50		
53 09	Eden	24 00		
80 03	Edgeley Farm	37 50		
1,174 53	Edmonton	500 82	60 00	120 00
525 81	Elkhorn	190 00		
88 66	Ellisboro'	50 00		
43 00	Elm Valley	20 00		
....	Elmore (from 1st Jan., 1887; accounts not received)	.....		
18 70	Elton	16 00		
1,299 14	Emerson	1,100 00	100 00	240 00
53 45	Erinview	19 00		
12 17	Esterhaz (from 1st Sept., 1886)	5 83		
45 37	Fairburne	20 00		
39 00	Fairmede	16 00		
7 99	Fairmont	16 00		
98 88	Fleming	40 00		
16 71	Florenta	16 00		
8 93	Forest Farm (3 Quarters)	12 50		
18 36	Fort Alexander	19 00		
79 37	Fort Ellice	100 00	16 00	
13 56	Fortier (from 1st Feb., 1887)	1 87		
30 00	Fort Kipp	10 00		
1,497 29	Fort McLeod	575 00		80 00
48 24	Fort Pitt	95 00		
42 33	Fort Saskatchewan	80 00		
42 96	Foxton	20 00		
87 48	Gauthier	36 00		
27 33	Gimli (from 1st May, 1886)	16 67		
9 68	Giroux	12 00		
608 94	Gladstone	360 00	12 00	40 00
343 09	Gleichen	100 00		
44 35	Glen Adelaide	20 00		
125 60	Glenboro'	16 00		
40 29	Glendale	30 00		
86 69	Glendinning	50 00		
92 94	Glenora	32 00		
15 90	Golden Stream	20 00		
157 81	Gonor	33 00		
35 67	Grandin	16 00		
49 61	Grange	14 00		
26 25	Green Ridge	16 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
16 44	Greenwood	16 00		
649 74	Grenfell	240 00		
654 99	Gretna (*includlng arrears)	200 00	*42 00	
343 98	Griswold Station	110 00	73 00	
79 00	Grund	16 00		
42 55	Hamiota	30 00		
28 00	Hanlan	16 00		
65 13	Hartney	11 50		
27 75	Hayfield	12 00		
29 30	Hayward	16 00		
12 30	Hazelwold	12 00		
157 36	Headingly	70 00		
52 00	Heaslip	40 00		
32 95	Hernefield	16 00		
303 73	High Bluff	140 00		
106 00	High River	40 00		
19 00	Hillburn (3 Quarters)	12 00		
56 29	Hillview	20 00		
53 75	Hochstadt	16 00		
125 61	Holland	20 00		
38 00	Hollbroke (from 1st July, 1886)	7 50		
103 19	Holmfield (from 1st July, 1886)	7 50		
6 50	Hun's Valley (from 1st Oct., 1886)	5 00		
18 00	Icelandic River	55 00		
27 04	Indian Ford	12 00		
766 24	Indian Head	440 00	20 00	40 00
142 51	Joly	40 00		
28 19	Katepwe	16 00		
93 88	Kenlis	20 00		
51 05	Kildonan	47 50		
571 79	Killarney	47 50		
64 62	Kinbrae	40 00		
26 00	Kingsley	16 00		
25 63	Kinistino	20 00		
12 33	Kinosota (from 1st Dec., 1886)	3 33		
45 70	Kirkpatrick (10 Quarters)	26 50		
42 04	Kola	11 50		
43 59	La Broquerie	19 00		
46 00	Lake Francis	20 00		
113 99	Langvale	60 00	28 00	
21 39	Lansburn	12 00		
28 50	Larivière (from 1st Feb., 1887)	1 67		
712 00	Lebret	160 80		
71 58	Lennox	15 00		
23 67	Letellier	12 00		
1,435 34	Lethbridge (*including arrears; †from 1st July, '86)	*605 28	80 00	†30 00
43 80	Lintrathen	20 00		
38 42	Logoch	15 00		
12 81	Longfleet (closed 30th Nov., 1886)	8 00		
45 31	Longlaketon	24 00		
32 02	Loon Creek	15 00		
38 97	Loretto	16 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
21 63	Lorne	16 00		
40 68	Lothair	20 00		
88 95	Lower Fort Garry	80 00		
31 39	Lowestoft	16 00		
25 34	Lucas	16 00		
257 40	McGregor Station	57 50		
41 49	McLean	50 00		
59 59	Manda	28 50		
1,000 63	Maple Creek	230 00		
51 03	Marieton	22 00		
176 40	Marlborough	40 00		
157 09	Marney (*3 Quarters; discontinued)	64 00	*18 00	
49 21	Marringhurst	36 00		
22 48	Maskawata	10 00		
73 75	Meadow Lea	36 00		
1,274 16	Medicine Hat	550 00		120 00
32 86	Mekiwin	20 00		
77 37	Melbourne	36 00		
97 45	Melgund	24 00		
188 00	Melita	36 00		
144 70	Menota	67 50		
41 30	Menteith	20 00		
47 04	Miami	35 00		
14 31	Michie	12 00		
113 38	Middle Church	37 50		
21 35	Midnapore	20 00		
32 83	Millbrook	16 00		
313 76	Millford	160 00	24 00	
101 13	Millward	33 00		
1,663 91	Minnedosa	600 00	45 00	100 00
9 05	Minnewakan (from 1st Jan., 1887)	2 50		
30 15	Minnewawa	11 50		
22 63	Minniska	12 00		
40 61	Moffat	10 00		
11 00	Moline	12 00		
107 45	Montefiore	24 00		
41 16	Montgomery	16 00		
22 47	Montrose	12 00		
1,080 92	Moose Jaw (*including arrears)	600 00	*12 00	120 00
88 85	Moose Mountain	46 50		
1,805 50	Moosomin	600 00	185 67	123 33
1,764 24	Morden (*including arrears)	*770 90	*100 00	*140 00
34 00	Moropano	18 00		
519 89	Morris	340 00		40 00
59 78	Mountain City	60 00		
31 50	Mowbray	16 00		
9 96	Murchison	12 00		
20 22	Mussellboro'	12 00		
120 25	Napinka	27 50		
904 15	Neepawa (*from 1st July, 1886)	315 00	20 00	*30 00
240 77	Nelson	340 00	77 67	100 00
255 16	Newdale	65 00		
14 05	Newhaven	16 00		
42 90	New Oxley	16 00		
93 23	Nimitaw (closed 12th Oct., 1886)	16 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
65 37	Ninette	16 00		
57 54	Ninga	20 00		
153 17	Niverville	60 00		
161 94	Norquay	60 00		
75 65	Oak Bank	33 00		
39 55	Oakburn	20 00		
690 23	Oak Lake	120 00		
12 00	Oakland	12 00		
29 12	Oak Point	20 00		
97 86	Oak River	49 50	24 00	
16 00	Oberon	16 00		
5 75	Odanah (closed 30th June, 1886)	15 00		
52 80	Okotoks	16 00		
49 11	Olive	27 50		
7 28	Opawaka	10 00		
40 77	Orange Ridge	16 00		
16 87	Orrwold	19 00		
29 42	Osprey	24 00		
46 25	Ossowa	30 00		
62 39	Otenaw	23 00		
44 70	Otterburne (*including arrears)	30 00	*36 00	
51 68	Parkdale	25 00		
15 60	Parkin	12 00		
28 54	Parkisimo	12 00		
47 81	Parklands	10 00		
46 15	Pasqua	20 00		
25 00	Peguis	24 00		
95 46	Pendennis	24 00		
18 24	Pengarth (from 1st July, 1886)	7 50		
29 96	Penrith	12 00		
23 92	Pekisko (from 1st Aug., 1886)	6 67		
217 99	Pense (5 Quarters)	100 00		
64 15	Petrel	24 00		
198 81	Pheasant Forks	64 00		
32 53	Pigeon Lake	18 00		
797 72	Pilot Mound	240 00	24 00	
293 86	Pincher Creek	57 50		
50 15	Pipe Stone	16 00		
17 98	Pleasant Home	12 00		
26 56	Plympton	16 00		
54 76	Pomeroy	16 00		
189 10	Poplar Point	80 00		
4,679 70	Portage la Prairie	1,800 00	116 66	300 00
7 42	Prairie Grove	12 00		
47 05	Preston	24 00		
1,734 11	Prince Albert	500 00		80 33
47 64	Puckahn	16 00		
933 98	Qu'Appelle	430 00		55 00
1,623 50	Qu'Appelle Station	600 01	200 00	80 00
40 94	Ralphtown	19 00		
1,014 01	Rapid City (*discontinued, 31st May, 1886)	500 00	*91 67	100 00
29 00	Raven's Glen	10 00		
90 60	Raven Lake (late Shoal Lake)	85 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
6 48	Rayfield	11 50		
188 72	Reaburn	60 00	16 00	
133 81	Red Deer	24 00		
42 30	Redpath	24 00		
6,007 89	Regina (*inc'g arrears; †inc'g special allowance)	*1,963 66	*180 00	†1,022 50
82 60	Reinland	47 50		
31 85	Richland	16 00		
35 83	Richmond	16 00		
29 74	Ridgeville	16 00		
40 63	Rocanville	20 00		
3 99	Roden (from 1st March, 1887)	0 83		
92 26	Roseberry	24 00	10 00	
21 00	Roseisle (from 1st Oct., 1886)	5 00		
54 85	Roseland	12 00		
4 61	Rose Plain	12 00		
153 22	Rossburn	40 00		
70 24	Rosser	10 00		
99 88	Rounthwaite	60 00		
77 40	Royal	16 00		
51 71	Ruttanville	40 00		
115 74	Ste. Agathe	40 00		
78 87	St. Albert	39 00		
24 08	St. Alphonse	12 00		
129 57	St. Andrew's	79 50		
93 02	St. Ann's	40 00		
877 05	St. Boniface	400 00		100 00
68 25	St. Charles	47 50		
132 33	St. François Xavier	50 00		
29 77	St. James	24 00		
124 25	St. Jean Baptiste	40 00		
126 50	St. Laurent	28 50		
79 92	St. Léon	57 50		
46 18	St. Norbert (5 Quarters)	75 00		
8 03	St. Pie (2 Quarters)	6 00		
13 76	St. Vital	10 00		
12 43	Salisbury	20 00		
39 13	Salterville	20 00		
31 00	Saskatchewan	18 00		
96 05	Saskatoon	23 00		
13 81	Scandinavia (from 1st Nov., 1886)	4 17		
22 22	Schauzenfeldt	20 00		
22 30	Seeburn	12 00		
827 64	Selkirk (*from 1st July, 1886)	310 00	30 00	*30 00
63 00	Sewell	40 00		
61 39	Shadeland (*previously over-credited)	*39 00		
294 43	Shellmouth	66 50		
286 52	Shell River	125 00		
21 01	Sheppardville	20 00		
500 43	Shoal Lake	177 50		
103 69	Sidney	50 00		
59 09	Silver Creek	40 00		
26 00	Silver Springs	20 00		
6 21½	Silverton (closed 30th June, 1886)	10 00		
27 81	Sittakaw	15 04		
40 30	Smith's Hill	30 00		
11 17	Snake Creek (from 1st Nov., 1886)	4 17		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts	$ cts.
58 04	Snow Flake	24 00		
17 76	Somerset	12 00		
726 71	Souris	247 50		
146 19	Souris City	60 00		
168 50	Sourisford	45 00		
20 82	Springfield	23 00		
101 00	Steinbach	23 00		
5 50	Stephenfield (from 1st Oct., 1886)	5 00		
95 46	Stockton	30 00		
21 30	Stodderville	20 00		
635 91	Stonewall	400 00	24 00	46 00
290 20	Stony Mountain	100 00		
29 18	Strassburg (from 1st July, 1886)	7 50		
152 33	Strathclair	100 00		
114 90	Strathclair Station (from 1st Oct., 1886)	5 00		
42 64	Stratherne	30 00		
11 03	Strathewen (from 1st May, 1886)	9 17		
49 00	Stuartburn	15 00		
161 35	Summerberry	54 00		
48 76	Sumner	14 50		
50 11	Sunnymead	20 00		
90 58	Sunnyside	30 00		
64 05	Swan Lake	36 00		
....	Swift Current (accounts awaiting adjustment)	.....		
181 78	Thornhill	57 50		
25 48	Toddburn	28 50		
44 60	Totonka	16 00		
250 44	Touchwood Hills	57 50		
39 97	Tregarva	27 50		
180 60	Treherne	45 00		
3 70	Tumbell (*from 1st Oct., 1886)	5 00		
75 00	Turtle Mountain	80 00		
32 58	Two Rivers	16 00		
85 65	Viola Dale	30 00		
1,980 30	Virden	500 00	30 00	60 00
109 86	Wakopa	70 00		
93 76	Wallace	22 00		
22 37	Waneche	15 00		
11 17	Wapaha	12 00		
521 18	Wapella (*from 1st July, 1886)	190 00	*12 00	
17 67	Warleigh	12 00		
18 84	Warrington	12 00		
48 32	Wascana (*including arrears)	*23 00		
65 06	Waskada	19 00		
48 79	Wassewa	18 00		
24 60	Wattsview	16 00		
17 77	Wavy Bank	12 00		
12 90	Wawota	12 00		
36 40	Wellington	16 00		
34 88	Wellwood	20 00		
53 18	Welwyn (*from 1st July, 1886)	24 00	*7 50	
240 84	Westbourne	72 00		
52 66	West Hall	20 00		
149 12	West Lynne	105 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
30 38	Wheatland	16 00		
217 39	Whitemouth	150 00		
14 03	Whitewater	12 00		
706 76	Whitewood Station (*including arrears)	180 00	*28 00	
22 00	Willoughby	12 00		
13 67	Winlaw	27 00		
54,960 48	Winnipeg (salaries and expenses entered elsewhere)			
33 67	Wishart	16 00		
609 54	Wolf Creek	285 00	30 00	
116 43	Woodlands	23 00		
29 23	Woodside	20 00		
39 00	Woodworth	15 00		
22 27	Woonona	11 50		
35 00	Workman	16 00		
211 40	Yorkton	97 50		
$150,006 43½	Totals	†$36,333 78	$3,112 33	$4,317 16

† N.B.—Of this the amount of $33,911.40 was paid from revenue collections, and $2,422.38 from Parliamentary appropriation. The latter has been brought to account at page 166, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

A, IN REPORT No. 3, F.

DETAIL of all payments made for Salaries, &c., in British Columbia; showing, in each case, the name of the person, the service or duty performed, and the amount paid during the Year ended 30th June, 1887.

Name.	Service.	Salaries.	Provisional Allowance.	Night Duty and Mileage.	Grand Total.
	BRITISH COLUMBIA DIVISION.	$ cts.	$ cts.	$ cts.	$ cts.
E. H. Fletcher	Post Office Inspector	2,000 00	500 00		2,500 00
W. H. Dorman	2nd Class Clerk	1,200 00	300 00		1,500 00
H. A. Ferguson	3rd do	800 00	320 00		
F. A. Carmichael	do Probationary	400 00	160 00		1,680 00
C. McNiff	Temporary Clerk, from 1st to 20th November, 1886	22 22			22 22
	Totals, Inspector's Office	4,422 22	1,280 00		5,702 22
	RAILWAY MAIL SERVICE.				
J. Rooney	1st Class Railway Mail Clerk	960 00	240 00	754 03	1,954 03
W. T. Cox	2nd do from 1st December, 1886 (transferred from Manitoba Division).	466 66	233 76	670 05	
D. R. McLean	do from 1st October, 1886 (transferred from Nova Scotia Division)	480 00	172 00	493 56	2,516 03
J. J. O'Farrell	3rd do from 1st November, 1886 (transferred from Manitoba Division)	346 67	158 67	457 90	
H. B. Rogers	do	456 78	192 00	502 36	
R. Y. Ellis	do from 1st August, 1886 (transferred from Toronto Division).	440 00	176 00	591 51	3,321 89
A. J. Armstrong	Temporary Railway Mail Clerk, to 30th November, 1886	200 00	80 00	202 14	
R. F. Drummond	do do from 22nd to 25th June, and from 7th to 12th August, 1886; also from 1st February, 1887.	480 00	192 00	607 20	

J. O. McLeod	do	do	from 22nd to 25th June, and from 7th to 12th August, 1886; also from 1st February, 1887	213 07	85 22	202 14	
C. F. Tuck	do	do	(from Manitoba Division; mileage only)			31 87	
A. J. Patton	do	do	do do			15 07	
W. B. Sloan	do	do	do do			202 67	2,511 38
	Totals, Railway Mail Service			4,043 18	1,529 65	4,730 50	10,303 33
	VICTORIA POST OFFICE.						
R. Wallace	Postmaster			2,400 00			2,400 00
T. A. Cairns	2nd Class Clerk			950 00	237 50		1,187 50
T. Chadwick	3rd do			620 00	248 00		
C. W. Newbury	do			480 00	192 00		
C. W. Finlaison	do			460 00	184 00		
E. E. Kaye	do			400 00	160 00		
F. R Sargison	do	Probationary		400 00	160 00		
R J. Butler	do	do		400 00	160 00		
G. A. McCullough	do	do		400 00	160 00		4,424 00
W. B. McLaughlin	Temporary Clerk			400 00	160 00		
G. F. D. Simpson	do			400 00	160 00		
J. S. Smith	do	from 25th March, 1887		107 53	43 01		
C. McNiff	do	from 25th to 29th March, 1887		8 00			1,278 54
J. E. McRoberts	Messenger			360 00	144 00		504 00
	Totals, Victoria Post Office			7,785 53	2,008 51		9,794 04
	RECAPITULATION.						
	Totals of Inspector's Office			4,422 22	1,280 00		5,702 22
	do Railway Mail Service			4,043 18	1,529 65	4,730 50	10,303 33
	do Victoria Post Office			7,785 53	2,008 51		9,794 04
				16,250 93	4,818 16	4,730 50	25,799 59
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)						1,071 51
	Total						$26,871 10

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
$ cts.		$ cts.	$ cts.	$ cts.
25 24	Aberdeen	18 00		
105 17	Alberni	29 00		
73 19	Aldergrove	20 00		
25 50	Alert Bay	18 00		
139 00	Alexandria	40 00		
24 20	Alkali Lake	20 00		
31 52	Ashcroft	40 00		
310 01	Ashcroft Station	27 50		
270 00	Barkerville	200 00		
30 43	Beaver Point	20 00		
6 89	Big Bar Creek	20 00		
180 82	Boston Bar	36 00		
94 71	Burgoyne Bay	40 00		
74 94	Burrard Inlet	40 00		
70 61	Cache Creek	78 00		
413 63	Chemainus	110 00		
23 30	Chilcoten (from 1st May, 1886)	16 33		
452 78	Chilliwack	160 00		
648 01	Clinton	200 00	170 00	
60 59	Clover Valley	40 00		
42 45	Colwood	20 00		
311 10	Comox	87 50		
5 00	Corfield (from 1st March, 1887)	1 67		
145 81	Coutlee	42 50		
392 27	Cowichan	110 00		
22 99	Cranbrook (from 1st July, 1886)	15 00		
73 14	Dog Creek	30 00		
2,514 60	Donald (salary not yet established)	160 00		
58 72	Douglas Lake (closed 31st Jan., 1887)	16 67		
33 75	Duck and Pringle	24 00		
0 66	Eagle Pass (closed 30th April, 1886)	1 66		
63 75	Elgin	35 00		
43 14	Emory	55 00		
1,910 75	Esquimault	575 00		75 00
138 30	Ferney Coombe	35 00		
94 16	Fort Simpson	27 50		
28 21	Gabriola Island	20 00		
	Glenora (closed 30th June, 1886)	5 00		
39 01	Goldstream	18 33		
26 75	Grand Prairie	20 00		
328 22	Granite Creek	102 30		
27 21	Hall's Prairie	24 00		
74 32	Harrison River	50 00		
56 00	Harvey Creek	24 00		
288 13	Hope	99 99		

A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission of percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts		$ cts.	$ cts.	$ cts.
48 35	Johnson's Landing	20 00		
1,603 37	Kamloops (*from 1st July, 1885)	400 00	120 00	*105 00
65 43	Keithly Creek	20 00		
9 81	Koksilah (from 1st Jan., 1887)	5 00		
79 89	Kootenay	60 00		
93 01	Lac La Hache	40 00		
465 67	Ladner's Landing	147 50		
184 62	Langley	60 00		
29 93	Langley Prairie	20 00		
144 29	Lillooet	60 00		
68 34	Lower Nicola	22 00		
99 03	Lulu Island	20 00		
272 11	Lytton	285 00		
1 67	McPherson Station (from 1st March, 1887)	1 67		
142 63	Maple Bay	100 00		
26 08	Maple Ridge (closed 31st Oct., 1886)	43 33		
196 71	Matsqui	60 00		
32 11	Metchosin	20 00		
282 36	Moodyville	120 00		
77 41	Mount Lehman	28 50		
39 50	Mud Bay	20 00		
2,141 18	Nanaimo	588 34		
3 00	Nanoose Bay (from 1st May, 1886)	18 34		
5,995 38	New Westminster	1,600 00	500 00	
209 39	Nicola Lake	87 50		
78 53	North Arm	20 00		
96 33	North Saanich	40 00		
85 25	Okanagon	40 00		
133 46	Okanagon Mission	40 00		
93 00	150 Mile House	60 00		
15 55	Osoyoos (3 Quarters)	30 00		
25 38	Otter Point (from 1st Oct., 1886)	10 00		
26 57	Parksville; late French Creek (from 1st May, to 31st Dec., 1886)	13 33		
35 00	Pavilion	20 00		
60 48	Plumper Pass	24 00		
247 17	Port Hammond	65 00		
104 60	Port Haney	50 00		
891 30	Port Moody	115 00		
153 21	Priest's Valley	35 00		
54 80	Quadra	22 00		
231 95	Quamichan (*including arrears)	*111 00		
263 75	Quesnelle	147 50		
56 00	Quesnelle Forks	20 00		
111 02	Quilchena	30 00		
1,036 55	Revelstoke	80 00		
50 00	Riverside	24 00		
152 58	Salt Spring Island	52 50		

A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
164 18	Savona's Ferry (*including arrears)	*179 86		
58 12	Sayward-Alberni (from 1st July, 1886)	15 00		
36 60	Sea Island (*including arrears)	*20 67		
101 34	Shuswap	20 00		
64 00	Skeena	24 00		
148 27	Soda Creek	80 00		
90 25	Somenos	30 00		
49 10	Sooke	50 00		
267 40	Spence's Bridge (*discontinued 30th Nov., 1886)	240 00	19 99	*26 66
276 71	Spillamacheen	90 00		
195 28	Sumas	60 00		
39 42	Upper Sumas	20 00		
4,968 61	Vancouver ; late Granville (5 Quarters)	1,156 42		189 98
64 33	Van Winkle	60 00		
23,756 94	Victoria (salaries and expenses entered elsewhere)			
460 44	Wellington	157 50		
78 75	Whonnock	23 00		
510 13	Yale	660 00		90 00
$57,420 60	Totals	†$10,555 91	$809 99	$486 64

† N.B.—Of this the amount of $9,484.40 was paid from Revenue collections, and $1,071.51 from Parliamentary Appropriation. The latter has been brought to account at page 177, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

A, IN REPORT No. 3, G.

DETAIL of all payments made for Salaries, &c, in Prince Edward Island; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
	CHARLOTTETOWN POST OFFICE.	$ cts	$ cts.	$ cts.	$ cts.
F. de St. C. Brecken	Assistant Inspector and Postmaster	2,000 00		2,000 00	
W. Harris	2nd Class Clerk	1,112 50		1,112 50	
J. A. Lawson	3rd do	800 00			
N. White	do	800 00			
B. Trainor	do	800 00			
J. M. Campbell	do	720 00			
J. McCarey	do	580 00			
D. J. Macdonald	do	560 00			
J. G. W. Brown	do	520 00			
M. W. Murphy	do	470 00			
J. N. Robertson	do	440 00			
J. Macdonald	do Probationary	400 00		6,090 00	
	Total, Charlottetown Post Office				9,202 50
	RAILWAY MAIL SERVICE.				
O. R. Crabbe	2nd Class Railway Mail Clerk	800 00	126 40		
E. W. Haszard	do do	700 00	128 70	1,755 10	
		1,500 00	255 10		
	Total, Railway Mail Service				1,755 10
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)				120 60
	Total				$11,078 20

H. A. WICKSTEED, *Accountant.*

A. W. McLELAN, *Postmaster-General.*

A, IN REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light, and of Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
30 43	Abram's Village	20 00		
25 00	Atkins Ferry (from 1st July, 1886)	7 50		
19 83	Albany	12 00		
883 26	Alberton	320 00	20 00	40 00
19 49	Alexandra	12 00		
29 71	Alma	14 00		
6 36	Argyle Shore	10 00		
13 49	Armadale	10 00		
48 11	Augustine Cove	16 00		
13 32	Baldwin's Road	11 50		
10 14	Bangor	10 00		
22 03	Bay Fortune	12 00		
23 97	Bayview	16 00		
33 74	Beach Point	18 00		
47 26	Bear River	16 00		
18 75	Beaton's Mills	11 50		
135 60	Bedeque	60 00	16 00	
162 79	Belfast	60 00		
41 14	Belle Creek	19 00		
24 11	Big Marsh	10 00		
71 01	Bloomfield	36 00		
37 50	Bloomfield Station	14 50		
9 41	Blooming Point	10 00		
82 25	Bonshaw (*including arrears)	*38 00	16 00	
17 13	Bothwell	16 00		
19 60	Brackly Point	15 00		
17 74	Brackly Point Road	10 00		
29 41	Brae	14 00		
26 75	Brooklyn	14 00		
33 83	Brown's Creek	14 00		
28 55	Burlington	14 00		
30 51	Burton (from 1st May, 1886)	9 17		
7 76	Byrne's Road	12 00		
0 40	Cable Head	10 00		
49 48	Caledonia	24 00		
18 65	Cape Egmont	10 00		
36 52	Cape Traverse	16 00		
57 77	Cape Wolfe	24 00		
348 74	Cardigan Bridge	120 00	16 00	
13 11	Cardigan Road	16 00		
40 00	Carleton	20 00		
40 68	Cavendish	20 00		
29 90	Cavendish Road	12 00		
57 93	Central Bedeque	20 00		
11,279 95	Charlottetown (salaries and expenses entered elsewhere)			
4 10	Chepstow	10 00		
15 35	Cherry Grove	10 00		
72 71	Cherry Valley	24 00		
16 31	China Point	10 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
7 97	Clear Springs	10 00		
7 33	Clermont	10 00		
51 00	Clinton	16 00		
13 58	Clyde River (from 1st June, 1886)	8 33		
10 35	Clyde Station	10 00		
95 45	Coleman	36 00		
78 17	Commercial Cross	24 00		
62 59	Conway Station	18 00		
55 12	Cornwall	24 00		
7 94	Corraville	10 00		
132 15½	County Line (*including arrears)	*65 00	20 00	
10 44	Covehead Road	10 00		
146 74	Crapaud	70 00	16 00	
29 06	Darlington	15 00	20 00	
45 22	Darnley	16 00		
41 63	De Sable	16 00		
11 12	Dromore	10 00		
131 29	Dundas	48 00		
10 36	East Baltic	10 00		
16 69	East Point	12 00		
18 24	Egmont Bay	12 00		
21 09	Elliot's Mills	12 00		
10 00	Elliot Vale	10 00		
11 39	Elmira	10 00		
75 79	Elmsdale	30 00		
8 29	Emyvale	10 00		
31 81	Fairfield	16 00		
10 44	Farmington	10 00		
20 00	Fifteen Point	16 00		
39 93	Fitzgerald Station	16 00		
49 36	Flat River	20 00		
20 85	Forest Hill	12 00		
15 96	Fort Augustus	10 00		
13 17	Fredericton Station	12 00		
33 00	Freeland	10 00		
113 54	Freetown	32 00		
83 92	French River	28 50		
7 98	French Village	10 00		
20 80	Garfield	12 00		
28 48	Gaspereaux	16 00		
657 93	Georgetown	400 00	100 00	40 00
26 40	Glencorradale	12 00		
14 13	Glen Fanning	10 00		
20 81	Glen William	10 00		
9 12	Goose River	10 00		
14 19	Gowan Brae (from 1st June, 1886)	8 33		
29 25	Graham's Road	16 00		
29 20	Grand Tracadie	12 00		
21 55	Grandview (5 Quarters)	14 00		
50 02	Granville	20 00		
21 50	Greenwich	11 50		
32 65	Hamilton	16 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
44 04	Hampton	14 00		
13 00	Harrington	10 00		
11 96	Hartsville	10 00		
25 00	Hazel Green	10 00		
16 81	Hazel Grove	10 00		
13 98	Head of Cardigan	10 00		
17 00	Head of Hillsborough	10 00		
335 83	Head of St Peter's Bay	120 00	60 00	
7 03	Hermanville	10 00		
20 64	Higgins' Road	12 00		
11 66	High Bank (from 1st July, 1886)	7 50		
171 12	Holmes' Mills	60 00	40 00	
21 21	Hopefield	11 50		
10 74	Hope River	10 00		
168 99	Hunter's River	63 00	80 00	
25 19	Indian River	14 00		
13 00	Inverness	10 00		
26 54	Iris	10 00		
6 95	Johnston's River	10 00		
41 86	Kelly's Cross	16 00		
388 51	Kensington	180 00	80 00	
26 56	Kildare	16 00		
26 95	Kildare Capes	11 50		
11 20	Kildare Station	10 00		
37 00	Kingsborough	14 00		
52 71	Kinross	24 00		
59 05	Lakeville	14 50		
33 26	Lake Verd	11 50		
20 13	Launching Place	12 00		
13 84	Little Harbor	10 00		
35 29	Little Pierre Jacques	11 50		
12 91	Little Pond (from 1st July, 1886)	7 50		
33 48	Little Sands	20 00		
11 37	Little Tignish	10 00		
32 68	Little York	12 00	20 00	
26 45	Long Creek	12 00		
28 26	Long River	12 00		
6 07	Lot 1	10 00		
113 16	Lot 4	48 00		
20 03	Lot 6	12 00		
32 11	Lot 8 (3 Quarters)	12 00		
38 89	Lot 10	16 00		
41 52	Lot 11	32 00		
203 69	Lot 12	60 00		
34 73	Lot 14	16 00		
34 04	Lot 16	12 00		
27 06	Lot 30	10 00		
14 09	Lot 35	10 00		
70 61	Lot 56 (*from 1st July, 1886)	24 00	*7 50	
24 16	Lot 67	16 00		
28 92	Lower Freetown	12 00		
32 02	Lower Montague	16 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts	$ cts.	$ cts.
26 22	McDougall	16 00		
34 00	Maddock (3 Quarters)	14 00		
3 78	Mansfield (from 1st July, 1886)	7 50		
78 95	Margate	30 00		
12 16	Marie Bridge	14 00		
11 14	Mashfield	10 00		
6 54	Mermaid Farm	10 00		
25 35	Middleton	12 00		
25 30	Midgell	10 00		
10 99	Milburn	10 00		
17 94	Mill Cove	10 00		
53 00	Mill River	20 00		
35 24	Milltown Cross	11 50		
52 31	Millview	24 00		
19 20	Milton Station	12 00		
76 70	Miminigash	24 00		
10 78	Mink River Road	10 00		
114 33	Miscouche	50 00	20 00	
13 55	Mitchell River (from 1st May, 1886)	9 17		
10 20	Monaghan	12 00		
682 65	Montague Bridge	280 00	100 00	
35 67	Montague Cross	16 00		
25 00	Montrose	12 00		
109 15	Morell	50 00		
8 43	Morell Rear	10 00		
177 19	Morell Station (*including arrears)	*62 50	20 00	
19 41	Mount Albion	10 00		
25 05	Mount Pleasant	12 00		
250 42	Mount Stewart	100 00	16 00	
11 79	Muddy Creek	10 00		
64 00	Murray Harbor, North	30 00		
14 19	Murray Harbor Road	12 00		
278 63	Murray Harbor, South	87 50	4 00	
93 64	Murray River	50 00		
5 22	Nail Pond	10 00		
33 76	Narrow Creek	12 00		
10 99	New Annan	10 00		
15 98	New Argyle	10 00		
104 41	New Glasgow	40 00		
44 33	New Haven	20 00		
78 19	New London	36 00		
81 29	New Perth	32 00		
43 50	Newport (*including arrears)	*19 00	12 00	
9 13	Newton	10 00		
10 07	Newton Cross	10 00		
53 69	New Wiltshire	22 00		
44 56	New Zealand	12 00		
20 15	Nine Mile Creek	11 50		
17 92	Norborough	11 50		
115 06	Northam	38 00		
25 61	North Bedeque	19 00		
12 39	North Carleton	11 50		
27 03	North Lake	16 00		
36 66	North Milton	10 00		
276 26	North River	15 00		
61 28	North Rustico	40 00		
52 20	North Tryon	24 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
13 79	O'Leary Road	12 00		
204 10	O'Leary Station	60 00		
67 44	Orwell	30 00	40 00	
34 91	Orwell Cove	16 00		
33 50	Oyster Red Bridge	20 00		
19 39	Palmer Road	12 00		
34 08	Park Corner	12 00		
42 86	Peake Station	22 00		
24 61	Peter's Road	12 00		
7 56	Petersville Church	10 00		
45 68	Pinette	16 00		
10 70	Pisusville	10 00		
10 83	Pisquid	10 00		
10 28	Pisquid Road	10 00		
6 34	Pleasant Grove	10 00		
6 03	Point Poplar (from 1st May, 1886)	9 17		
22 95	Point Prim	12 00		
141 53	Port Hill	52 00		
112 14	Pownal	40 00		
19 74	Priest Pond	12 00		
177 38	Princetown	60 00		
27 76	Princetown Road	10 00		
9 41	Red House	10 00		
33 09	Red Point	16 00		
4 69	Riverdale	10 00		
11 70	Rock Barra	10 00		
4 86	Rocky Point	10 00		
25 00	Rollo Bay	14 00		
16 88	Rollo Bay Cross	12 00		
11 43	Rona	12 00		
28 81	Rose Valley	12 00		
49 16	Rustico	19 00		
27 12	Rusticoville	10 00		
11 73	St. Andrews	10 00		
17 16	St. Anns	10 00		
95 55	St. Eleanor's	48 00		
38 42	St. Margaret's	12 00		
16 09	St. Mary's Road	10 00		
16 00	Sailor's Hope	10 00		
3 17	Scotchfort	10 00		
10 26	Sea Cow Head	10 00		
10 12	Sea Cow Pond	10 00		
38 64	Searletown	20 00		
15 26	Selkirk Road	11 50		
21 60	Shamrock	10 00		
13 64	Skinner's Pond	10 00		
29 33	Somerset	12 00		
982 37	Souris, East	360 00	80 00	40 00
73 20	Souris, West	24 00		
12 33	South Lake	10 00		
65 92	Southport	40 00		
5 54	South West Lot 16	12 00		
10 86	South Wiltshire	10 00		
32 60	Springfield	16 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
$ cts.		$ cts.	$ cts.	$ cts.
43 14	Stanhope	15 50		
159 68	Stanley Bridge	56 00		
26 26	Sturgeon	16 00		
12 03	Suffolk Station	10 00		
3,157 56	Summerside (*discontinued 31st October, 1886)	860 00	120 00	*53 33
19 14	Summerville	12 00		
6 36	Ten Mile House	10 00		
542 36	Tignish	220 00	16 00	
27 33	Tracadie Cross	12 00		
17 01	Travellers Rest	10 00		
166 62	Tryon	50 00	16 00	
160 12	Tyne Valley	60 00		
6 61	Union Road	10 00		
30 24	Valleyfield	16 00		
603 97	Vernon River	135 00	100 00	
82 90	Vernon River Bridge	24 00		
212 35	Victoria	77 50		
48 84	Victoria Cross	16 00		
22 11	Waterford	11 50		
12 00	Webster's Corner	12 00		
13 46	Wellington	12 00		
113 82	Wellington Station (*including arrears)	*45 00	*17 50	
44 45	West Cape	20 00		
21 45	Western Cove Head	12 00		
21 80	Western Road	10 00		
9 50	West Newton	10 00		
60 95	West Point	20 00		
9 41	West St. Peter's	10 00		
44 38	Wheatly River	30 00		
17 73	Whim Road Cross	16 00		
22 37	White Sands	15 50		
11 68	Wilmot Valley	10 00		
6 65	Winsloe Road	10 00		
72 73	Wood Island	40 00		
$31,466 10½	Totals	†$8,282 67	$1,073 00	$173 33

† N.B.—Of this the amount of $8,162.07 was paid from Revenue collections, and $120.60 from Parliamentary appropriation. The latter has been brought to account at page 181, part ii.

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(D, IN REPORT No. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts.		$ cts.
Alliston	18 15	*Brought forward*	8,565 64
Amherstburg	14 70	Morrisburg	27 75
Arnprior	35 73	Mount Forest	2 70
Barrie	256 65	Napanee	86 70
Belleville	400 49	Newmarket	39 03
Berlin	191 76	Norwood	2 25
Bothwell	35 40	Orangeville	72 60
Bowmanville	98 40	Orillia	15 31
Brampton	56 25	Oshawa	104 70
Brantford	653 55	Ottawa	1,050 75
Brockville	366 75	Owen Sound	53 63
Brussels	54 30	Paisley	47 10
Campbellford	37 50	Paris	44 55
Cannington	46 50	Parkdale	6 15
Chatham	368 73	Park Hill	48 60
Chesley	39 00	Pembroke	76 05
Clinton	12 75	Penetanguishene	17 40
Cobourg	51 75	Perth	51 30
Collingwood	98 70	Peterboro'	200 10
Cornwall	189 33	Picton	51 45
Deseronto	68 82	Port Arthur	48 00
Drayton	9 15	Port Dover	14 40
Dundas	46 95	Port Elgin	25 65
Dunnville	20 46	Port Hope	89 40
Elora	11 25	Port Perry	47 55
Exeter	24 00	Prescott	37 05
Fergus	57 90	Renfrew	21 60
Galt	234 75	St. Catharine's	408 07
Gananoque	58 14	St. Mary's	121 35
Gorgetown	46 20	St. Thomas	394 95
Goderich	53 52	Sarnia	74 25
Guelph	252 73	Seaforth	1 20
Hamilton	2,046 90	Shelburne	0 75
Hanover	40 05	Simcoe	18 30
Harriston	37 50	Stratford	232 35
Hawkesbury	8 10	Strathroy	100 64
Hespeler	7 50	Tilsonburg	53 40
Ingersoll	234 15	Toronto	7,996 23
Iroquois	7 50	Trenton	41 34
Kincardine	38 52	Tweed	9 00
Kingston	593 76	Uxbridge	17 31
Lancaster	2 83	Walkerton	75 10
Lindsay	36 30	Wallaceburg	16 73
Listowel	60 81	Welland	70 65
London	1,327 50	Whitby	48 48
Meaford	60 66	Windsor	249 15
Millbrook	18 30	Wingham	29 40
Milton, West	69 60	Woodstock	327 75
Mitchell	65 40		
Carried forward	$8,565 64	Total	$21,132 81

A. W. McLELAN, *Postmaster-General.*

H. A. WICKSTEED, *Accountant.*

PROVINCE OF QUEBEC.

(D, IN REPORT No. 3, B.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts.		$ cts.
Hochelaga	17 85	*Brought forward*	7,961 42
Hull	4 98		
Lachine	40 20	St. Hyacinthe	29 55
Montreal	6,832 38	St. John's, East	24 75
Point St. Charles	12 45	Sherbrooke	106 80
Quebec	1,053 56	Three Rivers	22 71
Carried forward	$7,961 42	Total	$8,145 23

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(D, IN REPORT No. 3, C.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts.		$ cts.
Acadia Mines	4 34	*Brought forward*	78 98
Amherst	17 40	Halifax	1,328 79
Antigonishe	55 44	Truro	25 50
Great Village	1 80	Yarmouth	37 92
Carried forward	$78 98	Total	$1,471 19

A. W. McLELAN,
Postmaster-General.

H. A WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(D, IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts		$ cts.
Chatham	33 90	*Brought forward*	369 73
Fredericton	268 90	St. John	1,057 00
Moncton	32 40	Woodstock	61 20
Newcastle	34 53		
Carried forward	$369 73	Total	$1,487 93

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF MANITOBA, &c.

(D, IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts.		$ cts.
Brandon	116 85	*Brough' forward*	170 64
Fort McLeod	1 50	Winnipeg	1,556 04
Prince Albert	52 29		
Carried forward	$170 64	Total	$1,726 68

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF BRITISH COLUMBIA.

(D, IN REPORT No. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	$ cts.		$ cts.
Nanaimo	3 60	*Brought forward*	133 35
New Westminster	83 10	Victoria	556 95
Vancouver	46 65		
Carried forward	$133 35	Total	$690 30

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF PRINCE EDWARD ISLAND.

(D, IN REPORT No. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.
	$ cts.
Charlottetown	300 75
Total	$300 75

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF ONTARIO.

(E, IN REPORT No. 3, A.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		$ cts.
J Dewe, Chief P.O.I	Travelling expenses, within Ontario	84 75
W.E.Bennett, Asst. Chief P O I	do do	171 50
	BARRIE DIVISION.	
D. Spry, P.O.I	Travelling expenses	434 04
J. Henderson, Asst.P.O.I	do	273 92
A. McCarthy	do	6 35
W. Leadley	do	3 30
	KINGSTON DIVISION.	
G. E. Griffin, P.O.I	Travelling expenses	26 00
A. Jones, Asst. P.O I	do	338 00
J. E. Hopkirk	do as Acting Railway Mail Clerk	13 50
P. H. Macarow	do	13 99
G. R. McQueen	do	9 50
	LONDON DIVISION.	
R. W. Barker, P.O I	Travelling expenses	497 51
C. Fisher, Asst. P.O.I	do	312 85
R. Hood	do as Acting Railway Mail Clerk	1 90
	OTTAWA DIVISION.	
T. P. French, P.O.I	Travelling expenses, within Ontario	856 90
A Bolduc, Asst. P.O.I	do do	110 95
D. Maloney	do as Acting Railway Mail Clerk	6 00
D. A. Bruce	do do	54 00
W. H. Gass	do do	24 00
W. O Mercer	do do	189 00
A. A. Smith	do do	30 00
C. W. Macdonald	do do	78 00
A. H Gallup	do do	96 00
F. L. Myers	do do	33 00
J. Heatley	do do	31 50
	STRATFORD DIVISION.	
H. G. Hopkirk, P.O I	Travelling expenses	24 00
	TORONTO DIVISION.	
M. Sweetnam, P.O.I	Travelling expenses	625 62
G. A. Burnham, Asst. P.O.I	do	354 95
W. Bradley	do as Acting Railway Mail Clerk	11 00
Asst Postmaster, London	Travelling expenses	8 60
Asst. Postmaster, Ottawa	do	116 75
Postmaster, Picton	do	1 50
Postmaster, Toronto	do	41 50
British Mail Clerks	Proportion of expenses whilst in charge of British mails	921 42
Ocean Mail Clerks	Proportion of trip allowances, to meet expenses whilst on duty	3,562 65
	Total	$9,364 45

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF QUEBEC.

(A, IN REPORT No. 3, B.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		$ cts.
J. Dewe, Chief P.O.I.	Travelling expenses, within Quebec	271 76
W. E. Bennett, Assistant Chief P.O I.	do do	46 50
LeF. A. Maingy	do do	85 75
G. A. Burnham, Asst. P.O.I., Toronto.	do do	86 65
	MONTREAL DIVISION.	
E. F. King, P.O.I	Travelling expenses	500 35
D. Nelligan, Asst. P.O.I.	do	401 53
N. Renaud do	do	132 17
F. Briegel	do	5 33
J. A. Madore	do	9 05
	OTTAWA DIVISION.	
T. P. French, P.O.I.	Travelling expenses, within Quebec	109 75
A. Bolduc, Asst. P.O.I.	do do	188 70
	QUEBEC DIVISION.	
J. L. Anctil, Asst. P.O.I.	Travelling expenses	344 83
C. Vohl	do	8 50
do	do as Acting Railway Mail Clerk	4 50
J. G. Bourget	do	53 58
do	do as Acting Railway Mail Clerk	8 50
D. Blondeau	do	3 44
L. Furois	do	2 40
do	do as Acting Railway Mail Clerk	2 00
L. E. Hudon	do	0 50
do	do as Acting Railway Mail Clerk	2 40
D. C. Dagneau	do	40 80
S. T. Green, jun	do	3 80
N. R. Genest.	do	45 80
	THREE RIVERS DIVISION.	
G. A. Bourgeois, P.O.I.	Travelling expenses	717 73
J. P. Chillas, Asst P.O I.	do	333 75
G. O. Bailey	do as Acting Railway Mail Clerk	37 50
British Mail Clerks	Proportion of expenses, whilst in charge of British Mails	351 53
Ocean Mail Clerks	Proportion of trip allowances, to meet expenses whilst on duty.	1,362 35
	Total	$5,161 50

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF NOVA SCOTIA.

(E, IN REPORT No. 2, C.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		$ cts.
C. J. Macdonald, P O I.	Travelling expenses	745 75
J. D. Story, Asst. P.O.I.	do	696 88
D. Stewart	do	43 35
E. A. Bent	do	2 00
T. E. Davison	do	51 50
S. J. R. Sircom	do as Acting Railway Mail Clerk	4 50
A. Costley	do	52 60
W. W. Page	do as Acting Railway Mail Clerk	3 00
	Total	$1,599 58

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(E, IN REPORT No. 3, D.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		$ cts.
J. Dewe, Chief P.O.I.	Travelling expenses, within New Brunswick	416 95
J. McMillan, P.O I.	do	171 00
S. J. King, P.O.I.	do	202 99
W. C. Whittaker	do	73 15
W. R. Avery	do	21 85
C. A. Murray	do as Acting Railway Mail Clerk	15 00
	Total	$900 94

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(E, IN REPORT No. 3, E.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Service.		Amount.
			$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within Manitoba, &c.....		64 25
W. E. Bennett, Assistant Chief P.O.I.	do	do	64 50
W. W. McLeod, P.O.I....	do	.....	416 60
A. W. Cairns, Assistant P.O.I	do	.....	208 00
R. B. Way, Asst Postmaster, Prince Albert..	do	.....	10 00
	Total.....		$763 35

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(E, IN REPORT No. 3, F.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department in British Columbia, made within the Year ended 30th June, 1887.

Name.	Service.		Amount.
			$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within British Columbia		126 00
W. E. Bennett, Assistant Chief P.O I.	do	do	129 00
E. H. Fletcher, P.O.I....	do	.....	661 60
W. H. Dorman.....	do	.....	70 85
do	do	as Acting Railway Mail Clerk	28 50
J. Rooney	do	.....	27 50
W. T. Cox	do	.....	3 50
D. R. McLean.....	do	.....	7 50
H. B. Rogers..	do	.....	24 85
W. B. Sloan.....	do	.....	10 50
C. W. Finlaison	do	as Acting Railway Mail Clerk.....	43 50
	Total.....		$1,133 30

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(E, IN REPORT No. 3, G.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		$ cts.
F. de St. C. Brecken, Asst. P.O.I.	Travelling expenses	205 50
D. J. Macdonald	do as Acting Railway Mail Clerk	63 00
M. W. Murphy	do do do	1 50
	Total	$270 00

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF ONTARIO.

(F, IN REPORT No. 3, A.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Ontario.	25,558 48
Pritchard & Mingard	Office stamps and seals, &c., for the P. O. Department, in Ontario	1,312 05
Pritchard & Andrews	do do	1,261 23
Pritchard & Mingard	Letter scales and weights do	112 50
Pritchard & Andrews	do do	231 55
De Grave, Short & Co	do do	731 15
J. Fyfe	do do	78 75
Rosamond Woollen Co.	Letter Carriers' uniform materials do	1,459 06
Maynard, Harris & Co.	do do	940 89
W. Bradly	do do	67 05
Paton Manufacturing Co.	do do	65 84
R. S. Montgomery	Letter Carriers' leggins do	66 49
S. & H. Borbridge	do boots do	4 25
do	Patent postage stamp box locks do	104 16
H. Weeks	Postage stamp-boxes and repairs do	75 40
J. B. A. Samson	do do	81 00
W. Millions	Repairing postage stamp boxes do	12 75
Miller Lock Co	Street letter box locks do	60 25
Blyth & Kerr	Ocean Mail Clerks' boxes, &c. do	14 10
F. & J. Grant	Repairing clock do	2 00
Morell & Gagnon	Wooden boxes for the late Postmaster-General	28 00
F. Giasson	Black walnut box do	8 00
J. Wilson & Co.	Framing diploma for Postmaster-General's room.	3 50
Blyth & Kerr	Mail Clerk's tin boxes for P.O.I, Barrie	20 00
R. E. Fletcher	Carpenter's work do	15 30
W. H. Freeman	Office furniture do	6 00
J. Henderson	Soap, brushes, &c do	5 40
J. Plaxton	Repairing mail clerks' boxes, &c. do	3 25
Otton Bros	Repairing stove, &c. do	1 70
R. A. Douglas	Cleaning clock do	0 75
J. Jamieson	Repairing street letter-boxes for P.O.I, Kingston	23 40
J. G. Bastow	Plumber's work do	13 46
Blyth & Kerr	Mail Clerk's tin boxes do	13 00
J. S. Henderson	Brooms and soap do	3 50
J. Muckleston & Co.	Hardware do	3 21
T. Savage & Sons	Glazier's work do	2 65
J. Flynn	Tinsmith's work, for P.O.I., Kingston	2 50
S. Jenkin	Carpenter's work do	2 20
R. & J. Gardiner	Soap do	1 80
W. J. Manhood	Duster do	1 35
R. Bailey & Co	Whisks do	0 90
F. W. Spangenberg	Repairing clock do	0 75
J. G. King	Ammonia do	0 50
J. Cunningham	Repairing dating stamp do	0 50
R. M. Horsey	do speaking tube do	0 40
Stevens & Burns	Street letter boxes, for P.O.I, London	200 00
C. Anundson	Office furniture and repairs, &c., for P.O.I, London	37 30
W. Stevley	Mail Clerks' tin boxes do	36 00
W. G. McDenna	To pay for feather duster, brooms, &c. do	4 35
Harris & Campbell	Office furniture, for P.O.I., Ottawa	39 50
O. Dubruile	Repairing and painting mail truck at C.P.R. Station, for P.O.I., Ottawa	14 00
Blyth & Kerr	Stamping pads, for P.O.I, Ottawa	10 65
H. Ouimet	Putting up double windows, &c., for P.O.I., Ottawa	7 00
C. O. Dacier	Turpentine, for P.O.I., Ottawa	0 58

(F, IN REPORT No. 3, A.)—DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Pritchard & Mingard	Repairing press handle, for P.O.I., Ottawa	0 50
Yale & Towne Manufacturing Co	Street letter box locks, and expenses, for P.O.I., Toronto	37 80
W. H Sparrow	Repairing Mail Clerks' boxes do	7 50
J. Shields & Co.	Soap, brushes and matches do	5 65
Brown Bros.	Repairing letter file do	0 75
J. & J. Taylor	Cleaning safe lock do	0 50
Pritchard & Mingard	Rubber pay stamp, for P.O., Almonte	1 00
Pritchard & Andrews	do do Barrie	1 00
J. Higman	Plumber's work do Belleville	58 15
Walmsley & Spafford	Sorting baskets do do	8 00
H. Walker	Scrubbing brushes, soap, soda, &c., for P.O., Belleville	7 05
W. Alford	Carpenter's work do	6 30
G S. Tickell & Sons	Office furniture and repairs do	6 00
Wallbridge & Clark	Soap and matches do	3 20
J. C. Keith	Hardware do	1 03
W. S. Reeves	Repairing bag rack do	0 90
D M. Waters.	Turpentine and sweet oil do	0 53
A. N. Reid & Co	Tarlatan do	0 25
E Ziegler	Painting and putting up street letter boxes at Berlin	4 00
Pritchard & Mingard	Rubber pay stamp, for P.O., Brantford	1 00
Pritchard & Andrews	do do Brockton	1 00
T. Baker	Repairing and putting up street letter box at Brockville	6 75
Pritchard & Andrews	Rubber pay stamp, for P.O., Campbellford	1 00
do	do P.O., Cayuga	1 00
J. McCann	Putting up street letter-boxes at Chatham	2 00
G. T. Railway Co.	To pay for mail chest for P.O., Cobourg.	5 00
E. Keating	Repairing and putting up street letter-box at Gananoque.	1 00
Blyth & Kerr	Stamping pad for P.O., Goderich	3 00
A. Bruce & Son	Carpenter's work for P.O., Guelph	41 50
C. Thain	Putting up street letter-box post at Guelph	1 00
D. Stirton, P.M.	To pay for removing letter-box from Grand Trunk Junc., Guelph.	1 00
Pritchard & Andrews	Rubber pay stamp for P.O., Hagersville.	1 00
J. Calder & Co	Making Letter Carriers' uniforms for P.O., Hamilton.	334 75
J. L. Lightfoot	Letter Carriers' boots do	240 35
J. Mills & Son	do caps do	24 50
R. S. Montgomery	do waist belts do	11 25
Leitch & Son	Repairing street letter-boxes, &c. do	71 15
Leitch & Turnbull	do do do	9 25
H. Harding.	Plumber's work do	7 65
Meakins & Sons	Brooms do	5 00
Pritchard & Andrews	Pay stamp do	0 80
J. Buchanan & Son	Putting up street letter-box at Ingersoll.	0 35
Pritchard & Andrews	Rubber pay stamp for P.O., Jarvis	1 00
Pritchard & Mingard	do P.O., Kincardine	1 00
E. Schmidt	Repairing letter scales for P.O., Kinkora	0 30
W. Cannon	Making Letter Carriers' uniforms for P.O., Kingston	171 00
S. & H. Borbridge	Letter Carriers' boots do	85 00
R J. Devlin	do cap do	4 75
A. Davidson	Carpenter's work do	31 45
S. Jenkin	do do	2 80
J. S. Henderson	Soap, brooms, matches, &c. do	7 88
W. M. Drennan	Office chair and cushion do	5 00
T. Savage & Sons.	Glazier's work do	4 85
Blyth & Kerr	Rubber stamping pad do	2 50
J. Muckleston & Co.	Brush, oil, turpentine, &c. do	2 75
J. G. Bastow	Plumber's work do	2 20
R. Waldron	Cloth for stamping pads do	1 78
W. Flynn	Tinsmith's work do	1 50
W. J. Manhood	Feather duster do	1 25
L. B. Spencer	Locksmith's work do	1 00
J. McArdle	Key for office desk do	0 30

(F, IN REPORT No. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
A. Cullon	To pay for repairing street letter-box for P.O., Lindsay	0 50
R Boyd & Son	Making Letter Carriers' uniforms for P.O., London	403 00
P. Cook	Letter Carriers' boots do	247 50
R. S. Montgomery	do straps and waist belt do	15 75
J. Moule	Sorting baskets, brush, &c. do	10 85
J. Cowan & Co.	Hardware do	5 55
T. Beattie & Co.	Towels do	3 72
J. R. Gurd	Brooms do	3 50
Greer & Wigmore	Glazier's work do	2 35
B. A. Mitchell.	Turpentine, &c. do	1 43
Pritchard & Mingard	Rubber pay stamp do	1 00
J. E. Crawford	Repairing electric bell wires do	1 00
E. & A. Gunther	Office clock for P.O., Niagara Falls	13 00
T. G. Rice	Sorting baskets do	4 00
P. C. Auclair	Making Letter Carriers' uniforms for P.O., Ottawa	69 00
S. & H. Borbridge	Letter Carriers' boots do	309 50
R. S. Montgomery	do straps and waist-belts do	8 10
H. G. Roche	Rubber hose and wire guards do	71 50
J. H Bartlett	Attendance on clocks do	60 00
J. Shepherd	Painter's and glazier's work do	24 50
Shoolbred & Co.	Oil cloth do	15 00
Bate & Co	Feather dusters, soap, brooms, &c. do	12 76
Harris & Campbell	Repairing office furniture do	6 80
K. D. Graham	Soap do	5 50
D. Gardner & Co.	Curtain screen do	5 00
E. Chantelcup	Stamping machine rollers do	4 80
J. Erratt	Office desk slope do	3 50
Elliot & Hamilton	Towels do	3 35
Kennedy & Co	Brooms and lye do	3 25
Pritchard & Mingard	Rubber pay stamp for P.O., Paris	1 00
do	do do Peterboro'	1 00
Irving & Downs	Putting up street letter-box post at Picton	1 50
E. & A. Gunther	Office clock for P.O., Port Hope	13 00
T. Leonard	Repairing street letter box at Port Hope	0 50
L. B. Johnston	Putting up street letter-boxes at Sarnia	1 00
Pritchard & Andrews	Rubber pay stamp for P.O., Seaforth	1 00
C. Martin & Co	Making Letter Carriers' uniforms for P.O., Toronto	1,204 50
R. Birmingham	Letter Carriers' boots do	693 00
J. & J. Lugsdin	do caps do	78 00
R. S Montgomery	do waist belts do	6 00
T. Pells	Carpenter's work do	886 95
J. & E. H. Roberts	Locksmith's work do	361 95
McGuire & Bird	Plumber's work do	277 22
T. Thompson	Repairing inside leather cases for street letter-boxes for P.O., Toronto	241 75
J. E. Ellis & Co	Attendance on clocks and renewing battery for P.O., Toronto	125 00
J. Dill	Painter's and glazier's work for P.O., Toronto	109 40
E. & C. Gurney Manufacturing Co.	Street letter-boxes do	78 00
N. L Piper & Son	Lamp glasses, brushes, turpentine, &c. do	26 95
Kenyon, Tingley & Stewart Manufacturing Co.	Dating stamps do	16 00
J. Dixon	Repairing mail truck do	15 25
Blyth & Kerr	Rubber stamping cushions do	9 50
Pritchard & Andrews	Rubber pay stamps do	6 00
Pritchard & Mingard	Rubber pay stamp	1 00
Pritchard & Andrews	do P.O., Welland	1 00
Pritchard & Mingard	do P.O, Whitby	1 00
E. Marentette	Locksmith's work for P.O., Windsor	44 60
C. Young	Plumber's and gasfitter's work for P.O., Windsor	15 30
Barnum Wire and Iron Works	Repairing newspaper case do	5 85

(F, IN REPORT No. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887

Name.	Particulars.	Amount.
		$ cts.
H. A. Bradley	Repairing clock for P.O., Windsor	3 50
H. Walker	Carpenter's work do	3 00
E. Langlois	Brooms and salt do	2 90
Drake & Joyce	Repairing office furniture do	2 05
D. Langlois	Broom and soap do	1 95
J Rocheleau	Dust box do	0 75
W. Sweet	Painter's work for P.O., Woodstock	5 00
Pritchard & Andrews	Rubber pay stamp do	1 00
J. Ryan	Making and erecting mail-catching posts at Allensville, Ash, Colwell, Falkenburg, Gilford, Katrine, Mansewood, Scotch Block and Scotia	116 00
A. McCarthy	To pay expenses in connection with sundry mail-catching posts.	3 00
L. Lobsinger	Repairing mail-catching post at Carlsruhe	1 20
Kerr Bros	Erecting do Farran's Point	5 75
J. Smith	Repairing do Fawn	2 50
D. A. Cooper	Erecting do Saurin	3 00
A. Brownlee	Repairing do Shanty Bay	0 50
C. P. Railway Co.	Erecting do Trafalgar	11 84
	Total	$39,702 94

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

(F, IN REPORT No. 3, B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Quebec	9,783 33
Pritchard & Mingard	Office stamps and seals for the Post Office Department, Quebec	474 10
Pritchard & Andrews	do do do	408 25
do	Office scales and weights do	203 50
DeGrave, Short & Co.	do do	313 52
J. Fyfe	do do	33 75
Rosamond Woollen Co.	Letter Carriers' uniform materials do	904 98
Maynard, Harris & Co.	do do	583 59
W. Bradley	do do	41 59
Paton Manufacturing Co	do do	40 83
R. S Montgomery	Letter Carriers' leggins do	41 24
H. Weeks	Postage stamp boxes do	68 75
J. B. A. Samson	do do	15 00
S. & H. Borbridge	Patent postage stamp box locks do	31 52
E. Chanteloup	Repairing money order pay stamp, &c. do	6 80
Morel & Gagnon	Wooden boxes for the late Postmaster-General	14 00
E. Chanteloup	Repairing street letter-boxes for P.O.I., Montreal	432 06
J. Radakir	Repairing street letter-box do	1 00
Blyth & Kerr	Rubber stamping cushions and repairs for P.O.I., Quebec	74 00
P. Whitty	Repairing street letter-boxes do	27 70
Andrews Bros	Hardware do	21 27
F. X. Robitaille	Repairing street letter-boxes, &c. do	20 45
A. Turgeon	Mail Clerks' tin boxes and repairs do	6 00
J. Lowe	Locksmiths' work do	4 25
A. Cummings	Carpenters' work do	4 20
L. Guerard	Mirror and varnish do	3 25
N. Binet	Whisks, soap, matches, &c. do	2 83
Behan Bros	Packing and flannel do	1 59
T. Norris	Jug, tumblers, &c. do	1 43
Blyth & Kerr	Rubber stamping cushions for P.O.I., Three Rivers	6 00
J. Montpetit	Arranging mail bag department at Coteau Station	4 00
Pritchard & Andrews	Rubber pay stamp for P.O., Joliette	1 00
J. & E. McIntyre	Making Letter Carriers' uniforms for P.O., Montreal	954 25
D. K. McLaren	Letter Carriers' boots do	589 50
Lanthier & Co	do caps do	198 00
E. Chanteloup	Locksmiths' and plumbers' work do	355 30
H. Grant & Son	Clock and attendance on clocks do	111 00
E. J. Maxwell & Co	Lumber do	103 11
D. O'Connor	Stamping pads and repairs do	96 00
A. Blain	Carpenters' work do	26 25
H. A. Nelson & Sons	Feather dusters, baskets, brooms, &c. do	25 40
Frothingham & Workman	Hardware do	24 67
J. Fontaine	Glaziers' work do	15 55
G. A. Holland	Sorting baskets do	10 00
W. Riekner	do do	6 50
A. St. Jean	do do	5 00
McArthur & Co	Paint, oil, varnish, &c., P.O., Montreal	8 44
Canadian Rubber Co	Hose and coupling do	6 50
Gravel Bros	Soap, whisks and matches do	6 36
Kenneth, Campbell & Co.	Carbolic acid do	6 00
D. Beaulieu	Painter's work do	6 00
J. A. Eggington	Glass do	5 00
Blyth & Kerr	Lettering tin labels do	3 90
R. Mitchell & Co	Repairing locks do	3 50
Drapeau, Savignac & Co.	Coal oil stove, oil can, &c do	3 38

(F, IN REPORT No. 3, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Pritchard & Mingard	Rubber pay stamp for P.O., Paspebiac	1 00
W. Lee	Making Letter Carriers' uniforms for P.O., Quebec	233 00
A. P. Caron & Bro	Letter Carriers' boots do	244 00
R. J. Devlin	Letter Carriers' moccasins do	35 00
G. Dugal	Letter Carriers' caps do	8 50
R. S. Montgomery	Letter Carriers' waist belts and straps do	6 90
G. Seifert	Attendance on clocks do	90 00
E. Roussel	Carpenter's work do	71 56
J. Hamel & Bros	Flannel, scrubbing cloths, &c. do	19 83
Hardy & Drolet	Brooms, soap, matches, &c. do	19 43
A. Bidégare	Repairing locks, stamping machine, &c. do	16 90
C. Pitt	Sorting baskets do	7 00
J. Desroches	Flag staff, halyard and repairs do	5 00
E. Chanteloup	Stamping machine rollers do	4 80
L'Asile du Bon Pasteur	Repairing flag do	4 00
B. Bedard	Carpenter's work at Richmond Station	30 00
G. F. Burnett	Putting letter-box at St. Hyacinthe Station	1 00
P. Whitty	Repairing street letter-box at St. Roch suburb	5 55
R. & H. Sampson	Gas-fitter's work for P.O., Sherbrooke	3 75
G. G. Bryant	Carpenter's work do	2 00
R. A. Biron	Putting up street letter-boxes do	2 00
Pritchard & Mingard	Rubber pay stamp for P.O., Three Rivers	1 00
O. Cossette	Carpenter's work for P.O., Valleyfield	134 55
	Total	$17,092 21

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(F, IN REPORT No. 3, C.)

DETAIL of all payments in discharge of Tradesmen's Bills for articles supplied for the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Nova Scotia	3,509 65
Pritchard & Mingard	Office stamps and seals for the P.O. Department in Nova Scotia	217 49
Pritchard & Andrews	do do do	267 41
Pritchard & Mingard	Office scales and weights do do	281 25
Pritchard & Andrews	do do do	218 55
De Grave, Short & Co.	do do do	127 44
J. Fyfe	do do do	41 25
Rosamond Woolen Co.	Letter Carriers' uniform materials do	129 30
Maynard, Harris & Co.	do do do	83 37
W. Bradley	do do do	5 95
Paton Manufacturing Co	do do do	5 83
R. S. Montgomery	do do do	5 90
S. & H. Borbridge	Letter Carriers' leggins do do	7 23
G. E. Smith & Co.	Patent postage stamp box locks do	148 00
W. G. Wiswell	Twine for Post Office Inspector, Halifax	50 46
J. Fraser	Carpenter's work do do	12 53
J. G. Trider & Co.	do do do	38 75
C. W. Davies	Carpet do do	19 70
Longard Bros.	Locksmith's work do do	18 70
J. Harrison & Co.	Street letter-box and repairs do	18 10
Halifax Carpet Co.	Glazier's work do do	8 44
C. & W. Anderson	Linoleum do do	7 14
W. Fraser & Son	Brooms, soap, &c. do do	2 75
Pritchard & Mingard	Repairing office furniture do	1 00
Clayton & Sons	Rubber pay stamp for P.O., Acadia Mines	132 00
J. Lilly	Making Letter Carriers' uniforms for P.O., Halifax	135 00
R. J. Devlin	Letter Carriers' boots do	13 00
C. W. Davies	do caps and moccasins do	110 65
G. E. Smith & Co.	Locksmith's work do	94 15
W. G. Wiswell	Twine do	69 80
J. Fraser	Carpenter's work do	17 08
Macdonald & Co.	do do	54 17
W. Myers	Repairing elevator do	41 47
A. Fultz	Gas-fitter's work do	0 90
W. Fraser & Son	do do	29 50
L. J. Mylius	Repairing office furniture do	10 95
R. H. Cogswell	Soap, &c. do	6 00
W. Slaughter	Attendance on clocks do	6 00
J. Harrison & Co.	Sorting baskets do	5 00
Barnstead & Sutherland	Painter's work do	4 00
J. D. McDougall	Towels do	4 00
J. G. Trider & Co.	Stencil do	3 00
P. Walsh	Mats do	1 65
J. Holland	Hardware do	1 50
M. F. Eager	Repairing window shades do	0 95
J. Scott & Co.	Camphor, turpentine, &c. do	0 60
G. Pattison	Oil do	5 00
	Changing numbers on letter-boxes for P.O., Windsor	
	Total	$5,972 56

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF NEW BRUNSWICK,

(F, IN REPORT No. 3, D.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c, for the Post Office Department, in New Brunswick	2,557 00
Pritchard & Mingard	Office stamps and seals for P.O. Dept., in New Brunswick	223 16
Pritchard & Andrews	do do do	97 46
DeGrave, Short & Co.	Office scales and weights do	288 84
J. Fyfe	do do do	33 75
Pritchard & Andrews	do do do	23 10
Rosamond Woollen Co.	Letter Carriers' uniform material do	128 51
Maynard, Harris & Co	do do do	89 32
W. Bradley	do do do	6 36
Paton Manufacturing Co.	do do do	6 25
R. S. Montgomery	Letter Carriers' leggins and waist belts do	7 81
S. & H. Borbridge	Patent postage stamp box locks do	5 21
Bowman & LeLacheur	Carpenter's work for P.O.I., St John	48 20
A. G. Bowes & Co	Mail Clerks' boxes and repairs do	43 28
Blyth & Kerr	Rubber stamping cushions do	12 25
J. & J. D. Howe	Repairing office furniture do	10 45
G. Hutchison	Repairing clocks do	10 00
W. H. Thorne & Co.	Hardware do	8 30
G. A. Barker	Brushes, soap, &c. do	4 80
Daniel & Boyd	Towels, &c. do	4 51
A. O. Skinner	Cleaning and relaying carpets do	4 30
Jardine & Co	Brushes, brooms, matches, &c. do	3 44
H. Dundrack	Plumber's work do	3 25
T. Campbell	do do	2 60
J. McDonald	Carpenter's work for Postmaster, Chatham	12 93
J. Perkins	do do Fredericton	6 00
E. B. Hicks	To pay for carpenter's work for Postmaster, Moncton	6 56
L. Estano & Sons	Repairing window do	1 25
Pritchard & Mingard	Rubber pay stamp do	1 00
J. H. Phinney	Street lamp do Newcastle	8 00
D. Petrie	Repairing letter-box do do	0 50
T. R. Jones & Co.	Making Letter Carriers' uniforms do St. John	201 50
J. Hammond	Letter Carriers' boots do	174 25
J. Mitchell, jun	do do do	56 00
R. J. Devlin	do fur caps do	66 50
R. S. Montgomery	do belts do	4 20
A. G. Bowes & Co	Repaing street letter-boxes, &c. do	122 91
W. H. Thorne & Co.	Rubber hose, dusters, brooms, &c. do	44 72
J. & J. D. Howe	Office furniture and repairs do	23 03
A. Myles	Carpenter's work do	20 00
A. Christie Woodworking Co	do do	7 80
J. Hunter	Locksmith's work do	15 00
G. A. Barker	Disinfectants, turpentine, &c. do	14 56
G. S. DeForest	Brushes, soap, matches, &c. do	13 04
G. Hutchinson	Repairing clocks do	10 00
Emerson & Fisher	Water cooler, &c. do	6 00
A. O. Skinner	Cleaning and relaying carpets do	5 32
H. Dundrack	Plumber's work do	4 05
J. H. Pullen	Painter's work do	3 00
J. R. Smith	Sorting baskets do	2 10
Estey, Allwood & Co.	Repairing stamping machine do	0 45
	Total	$4,465 82

H. A. WICKSTEED, *Accountant.*

A. W. McLELAN, *Postmaster-General.*

PROVINCE OF MANITOBA, &c.

(F, IN REPORT No. 3, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Manitoba, &c.	2,562 55
Pritchard & Mingard	Office stamps and seals for P. O. Department, in Manitoba, &c.	154 01
Pritchard & Andrews	do do do	125 09
do	Office scales and weights do do do	88 50
DeGrave, Short & Co.	do do do	55 73
J. Fyfe	do do do	93 75
Rosamond Woollen Co.	Letter Carriers' uniform materials do do	138 51
Maynard, Harris & Co	do do do	89 32
W. Bradley	do do do	6 36
Paton Manufacturing Co.	do do do	6 25
S. & H. Borbridge	Letter Carriers' boots do do	72 25
R. S Montgomery	do leggins and waist belts do	11 41
S. & H. Borbridge	Patent postage stamp box locks do do	5 28
T. J. Sproule & Co	Carpenter's work, &c., for P.O.I., Winnipeg	169 70
Blyth & Kerr	Mail Clerks' boxes and stamping pads for P.O.I., Winnipeg	145 50
A. Schmidt	Locksmith's work do	17 50
H. Hodges & Co	Towels, soap, &c. do	7 45
J. H. Ashdown	Hardware do	5 36
H. Pollock & Co	Repairing clock do	1 50
J L. Blair & Co	Muslin for caligraph do	0 40
Pritchard & Mingard	Rubber pay stamp for P.O., Calgary	1 00
J. C. Irvine, P.M.	To pay for Carpenter's work, P.O., Regina	27 50
J. R Cameron & Co	Making Letter Carriers' uniforms for P.O., Winnipeg	429 50
S. & H. Borbridge	Letter Carriers' boots, chamois vest and belts, for P.O., Winnipeg	163 75
R. J. Devlin	do caps and moccasins do	68 75
R. S. Montgomery	do straps do	3 60
A. Schmidt	Locksmith's work, &c. do	268 10
J. H. Ashdown	Hardware do	109 66
C. F. Forrest	Clock and repairs do	101 00
Scott & Leslie	Office table, mattress, feather dusters, &c. do	17 75
F. Wade	Carpenter's work do	13 55
T. A. Lundy	do do	3 25
G. F. Landon	do do	1 50
W. Sutherland	To pay for towels do	5 25
W. J. Mitchell	Spirits do	4 40
N. D. McDonald & Co.	Torch, key, &c. do	1 95
M. D. Neild	Repairing flag do	0 75
	Total	$4,977 68

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(F, IN REPORT No. 3, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in British Columbia	838 47
Pritchard & Mingard	Office stamps and seals for the P. O. Department in British Columbia	79 48
Pritchard & Andrews	do do do	37 87
do	Office scales and weights for P. O. Department, in British Columbia	204 30
DeGrave, Short & Co	do do do	23 27
J. Fyfe	do do do	18 75
S. & H. Borbridge	Patent postage stamp box locks do	1 75
Blyth & Kerr	Mail clerks' boxes for Post Office Inspector, Victoria	66 00
P. McQuade & Son	Twine do	20 00
McKillican & Anderson	Repairing lock and keys, &c. do	10 50
J. Sears	Painter's work do	6 62
J. Sehl	Repairing table do	6 50
A. LeBourdais	Carpenter's work for Post Office, Clinton	9 00
C. G. Major	Lamp glasses, soap, matches, &c., Post Office, New Westminster	10 47
S. H. Webb	Locksmith's work do	3 75
Scales & Mathews	Lock keys and repairs do	2 50
E. S. Scoullar & Co.	Repairing stove do	1 50
T. J. Trapp & Co.	Lock do	1 00
A. Noble	Carpenter's work for Post Office, Vancouver.	28 01
Royal City Planing Mills Co	do do	12 50
Pritchard & Mingard	Rubber pay stamp do	1 00
P. McQuade & Son	Twine for Post Office, Victoria	24 00
J. Weiler	Bedstead and bedding, Post Office, Victoria	20 25
J. P. Burgess	Carpenter's work do	10 00
Blyth & Kerr	Rubber stamping cushion do	8 75
J. Finlayson	Brooms, soap and matches do	7 87
E. Harrison	Painter's and glazier's work do	7 00
J. Barnsley	Repairing locks, &c. do	6 75
Matthews, Richards & Tye	Hardware do	4 75
E. G. Prior	do do	3 25
A. & W. Wilson	Dust pan do	0 50
R. Wallace, P. M	To pay for tacks do	0 25
	Total	$1,476 61

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(F, IN REPORT No. 3, G.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
B. A. Bank Note Co.	Engraving and printing, postage stamps, post cards, &c., for the Post Office Department in Prince Edward Island	538 02
Pritchard & Mingard	Office stamps and seals for the Post Office Department in Prince Edward Island	80 64
Pritchard & Andrews	Office stamps and seals for the Post Office Department in Prince Edward Island	21 40
De Grave, Short & Co	Office scales and weights for the Post Office Department in Prince Edward Island	30 54
J. Fyle	Office scales and weights for the Post Office Department in Prince Edward Island	75 00
S. & H. Borbridge	Patent postage stamp box locks for the Post Office Department in Prince Edward Island	1 10
J. Newson	Bedroom furniture, cabinet work, &c., for P.O., Charlottetown.	60 24
A. Hermans & Son	Plumber's work, &c. do ...	45 40
A. L. Brown	Bedding, towels, soap, &c. do ...	17 07
S. W. Crabbe	Brooms, soap, matches, &c. do ...	3 20
W. W. Wellner	Alarm clock do ...	2 50
	Total	$875 11

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(G, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Bank of Toronto	Rent of Inspector's Office, Barrie (9 months to 30th April, 1887)	217 00
Prescott Corporation	do Post Office, Prescott (1 year to 31st Aug., 1886)	325 00
Hamilton Corporation	Sewer rent, Post Office, Hamilton (1 year to 31st Dec, 1885)	4 20
	Total	$546 20

PROVINCE OF QUEBEC.

(G, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Montreal City and District Savings Bank	Rent of Eastern Receiving House, Montreal (1 year to 30th April, 1887)	250 00
W. McGowan	do Northern do do do	250 00
Montreal City and District Savings Bank	do Western do do do	250 00
M. Hall	do Post Office, Valleyfield (3 months to 30th June, 1886)	40 00
R. S. Cooke	do do do (9 do 31st March, 1887)	120 00
Grand Trunk Ry. Co	do Mail room at Bonaventure Station, Montreal (1 year to 31st Dec., 1886)	50 00
	Total	$960 00

PROVINCE OF MANITOBA, &c.

(G, IN REPORT No. 3, E.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Dunn & Price, Attorneys.	Rent of Inspector's Office, Winnipeg (1 month to 31st July, 1886)	60 00
	Total	$60 00

H. A. WICKSTEED, *Accountant.*

A. W. McLELAN, *Postmaster-General.*

PROVINCE OF ONTARIO.

(H, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and Stationery for the P.O. Department in Ontario	26,045 94
Ottawa "Canadian Militia Gazette"	Advertising money orders for do do	132 00
Toronto "Dominion Annual Register"	do do do	25 00
Glasgow "Herald"	Advertising for mail tenders, Canada and United Kingdom	41 12
Liverpool "Courier"	do do	139 67
London "Canadian Gazette"	do do	40 15
London "Times"	do do	41 99
Ottawa "Woman's Journal"	do do	4 00
Toronto "Mail"	do do	94 50
Belleville "Intelligencer"	Printing box labels for P.O., Belleville	3 00
Kingston "Daily News"	do &c, for PO., Kingston	21 25
Barrie	Advertising time tables, Post Office notices, &c	100 00
Belleville	do do	62 50
Blenheim	do do	57 90
Brantford	do do	150 00
Brockville	do do	50 00
Cobourg	do do	25 00
Collingwood	do do	25 00
Forest	do do	8 00
Guelph	do do	100 00
Hamilton	do do	122 50
Hastings	do do	25 00
Kingston	do do	187 05
Lindsay	do do	100 00
London	do do	184 00
Napanee	do do	117 00
Newmarket	do do	75 00
Ottawa	do do	339 40
Pembroke	do do	50 00
Peterboro'	do do	212 50
Port Arthur	do do	50 00
Port Hope	do do	37 50
Richmond Hill	do do	41 50
St. Catharines	do do	50 00
St. Thomas	do do	50 00
Sarnia	do do	50 00
Strathroy	do do	25 00
Tara	do do	25 00
Thornbury	do do	30 00
Toronto	do do	180 00
Wallaceburg	do do	50 00
Windsor	do do	137 50
Woodstock	do do	50 00
Alexandria "Glengarrian"	Advertising for mail tenders, &c	4 00
Almonte "Times"	do do	28 32
Arnprior "Chronicle"	do do	24 00
Belleville "Intelligencer"	do do	7 20
Blenheim "News"	do do	7 56
Bracebridge "Muskoka Herald"	do do	6 40
Brantford "Courier"	do do	6 30
do "Telegram"	do do	4 64
Brighton "Ensign"	do do	4 34
Brockville "Monitor"	do do	20 32

(H, IN REPORT No. 3, A.)—DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.		Amount.
			$ cts.
Brockville "Times"	Advertising for mail tenders, &c		27 18
Caledonia "G R Sachem"	do	do	7 24
Campbellford "Herald"	do	do	10 96
Carleton Place "Central Canadian"	do	do	29 44
Chatham "Planet"	do	do	10 41
Cobourg "Sentinel Star"	do	do	5 28
Cornwall "Reporter"	do	do	6 88
Eganville "Enterprise"	do	do	24 96
Exeter "Times"	do	do	4 96
Flesherton "Advance"	do	do	5 18
Forest "Free Press"	do	do	4 48
Ingersoll "Oxford Tribune"	do	do	4 30
Kingston "News"	do	do	12 40
Leamington "Post"	do	do	4 48
London "Catholic Record"	do	do	14 40
London "Free Press"	do	do	12 72
L'Orignal "Advertiser"	do	do	20 88
Madoc "N. H. Review"	do	do	6 88
Mitchell "Advocate"	do	do	10 24
Morrisburg "Courier"	do	do	13 66
Ottawa "Canadian Militia Gazette"	do	do	15 30
Ottawa "Canadian Health Journal"	do	do	17 20
Ottawa "Canadian Mining Review"	do	do	11 00
Ottawa "Citizen"	do	do	27 04
Ottawa "Evening Journal"	do	do	27 30
Ottawa "Every Saturday"	do	do	20 16
Ottawa "Investigator"	do	do	18 20
do "La Vallée de l'Ottawa"	do	do	7 80
Ottawa "Le Canada"	do	do	30 42
do "Man"	do	do	5 60
Parkhill "Gazette"	do	do	4 32
Pembroke "Standard"	do	do	25 92
Perth "Expositor"	do	do	5 60
Peterboro' "Review"	do	do	14 40
do "Times"	do	do	10 80
Picton "Gazette"	do	do	9 12
Prescott "Messenger"	do	do	19 52
St. Mary's "Journal"	do	do	4 80
St. Thomas "Times"	do	do	7 20
Shelburne "Free Press"	do	do	6 08
Stirling "News-Argus"	do	do	4 80
Strathroy "Dispatch"	do	do	4 64
Toronto "Mail"	do	do	24 30
Walkerton "Herald"	do	do	4 90
Watford "Guide Advocate"	do	do	4 16
Windsor "Essex Review"	do	do	4 32
Wingham "Advance"	do	do	3 00
Woodstock "Standard"	do	do	4 96
do "Times"	do	do	4 32
	Total		$30,053 19

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF QUEBEC.

(H, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and stationery for Post Office Department in Quebec	9,412 28
Liverpool "Courier"	Advertising for mail tenders, Canada and United Kingdom	62 06
London "Times"	do do do	88 70
Montreal "Gazette"	do do do	62 13
do "La Minerve"	do do do	65 07
Quebec "Morning Chronicle"	do do do	66 72
Arthabaskaville	Advertising time-tables, Post Office notices, &c	6 08
Aylmer	do do do	75 00
Bryson	do do do	12 50
Hull	do do do	137 50
Malbaie	do do do	8 00
Montreal	do do do	385 76
Quebec	do do do	386 52
Sherbrooke	do do do	13 60
Sorel	do do do	60 00
Three Rivers	do do do	45 00
Arthabaskaville "L'Union des Cantons de L'Est"	Advertising for mail tenders, &c	6 40
Aylmer "Times"	do do	30 98
Chicoutimi "Réveil du Saguenay"	do do	7 52
Hull "La Vallée d'Ottawa"	do do	38 74
Hull "Weekly Despatch"	do do	50 34
Lévis "Le Quotidien"	do do	7 20
Ottawa "Canadian Militia Gazette"	do do	7 80
Quebec "Budget"	do do	19 40
do "Le Canadien"	do do	16 20
do "Le Courier"	do do	19 00
do "Le Cultivateur"	do do	16 20
do "Daily Telegraph"	do do	19 00
do "Le Journal"	do do	18 20
do "L'Evénement"	do do	16 20
do "Morning Chronicle"	do do	17 00
do "Le Nouvelliste"	do do	17 00
	Total	$11,194 10

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(H, IN REPORT No. 3, C.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and stationery for the Post Office Department, in Nova Scotia	3,134 33
Glasgow "Herald"	Advertising for mail tenders, Canada and United Kingdom	35 28
Halifax "Evening Mail"	do do do	10 80
do "Morning Herald"	do do do	58 05
W. Gossip	Ink and mucilage for Inspector's Office, Halifax	9 80
do	do Post Office, Halifax	30 20
G. & T. Phillips	Stationery do	1 75
Halifax	Advertising time-tables, Post Office notices, &c.	167 00
Yarmouth	do do do	25 00
Annapolis "Spectator"	do for mail tenders, &c.	15 75
Antigonishe "Casket"	do do	4 16
Bridgetown "Monitor"	do do	31 68
Digby "Courier"	do do	52 80
Halifax "Critic"	do do	61 80
do "Evening Mail"	do do	171 60
do "Morning Herald"	do do	171 60
do "Presbyterian Witness"	do do	87 36
Kentville "Western Chronicle"	do do	32 80
North Sydney "Herald"	do do	83 52
Pictou "Colonial Standard"	do do	48 96
Stellarton "Trades Journal"	do do	40 32
Sydney "Advocate"	do do	96 00
Truro "Sun"	do do	24 32
Windsor "Clarion"	do do	44 96
do "Journal"	do do	44 64
do "Tribune"	do do	31 04
Yarmouth "News"	do do	113 44
do "Times"	do do	141 80
	Total	$4,770 76

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(H, IN REPORT No. 3, D.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and stationery for the Post Office Department in New Brunswick	2,845 00
London "Times"	Advertising for mail tenders, Canada and United Kingdom	26 83
St. John "Sun"	do do do	8 40
"Sun" Publishing Co.	Printing time-bills for P.O.I., St. John	805 10
J. & A. McMillan	Ink and stationery for Inspector's office, St. John	1 93
Barnes & Co	Ink for Inspector's office, St. John	15 00
do	do Post Office do	16 50
Bathurst	Advertising time-tables, Post Office notices, &c.	12 26
Fredericton	do do	47 00
St. John	do do	147 60
Bathurst "Le Courrier"	Advertising for mail tenders, &c.	28 80
Fredericton "Capital"	do do	82 20
do "Maritime Farmer"	do do	105 80
Fredericton "Reporter"	do do	105 60
do "Temperance Journal"	do do	65 90
Harvey "Observer"	do do	57 00
Moncton "Times"	do do	75 50
Newcastle "Union Advocate"	do do	61 12
St. John "Messenger and Visitor"	do do	37 96
St. John "Religious Intelligencer"	do do	19 20
St. John "Sun"	do do	69 45
do "Trade Reporter"	do do	8 50
St. Stephen "St. Croix Courier"	do do	34 00
Sackville "Chignecto Post"	do do	89 95
Shediac "Le Moniteur Acadien"	do do	62 56
Woodstock "Press"	do do	82 24
	Total	$4,911 40

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(H, IN REPORT No. 3. G.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and stationery for the Post Office Department in Manitoba, &c.	3,185 46
Glasgow "Herald"	Advertising for mail tenders, Canada and United Kingdom	16 30
Winnipeg "Manitoban"	Printing labels, &c., for P.O.I., Winnipeg	23 20
A. Taylor	Ink for Inspector's Office	7 75
do	Ink and mucilage, &c., Post Office do	30 50
Battleford	Advertising time tables, Post Office notices, &c.	5 00
Brandon	do do	12 50
Calgary	do do	18 20
Fort Qu'Appelle	do do	5 00
Regina	do do	5 98
Winnipeg	do do	238 50
Battleford "Herald"	Advertising for mail tenders, &c	15 80
Birtle "Observer"	do do	32 50
Brandon "Mail"	do do	49 00
do "Times"	do do	18 00
Emerson "International"	do do	41 20
Fort Qu'Appelle "Vidette"	do do	32 40
Macleod "Gazette"	do do	15 12
Minnedosa "Tribune"	do do	54 00
Moosomin "Courier"	do do	53 76
Morden "Manitoba News"	do do	21 00
Neepawa "Register"	do do	16 60
Portage la Prairie "Tribune-Review"	de do	57 20
Qu'Appelle "Progress"	do do	43 80
Regina "Leader"	do do	45 24
St. Boniface "Le Manitoba"	do do	136 76
Selkirk "Record"	do do	7 70
Winnipeg "Emigrant"	do do	141 60
do "Manitoban"	do do	268 87
do "North-West Review"	do do	135 72
do "Nor'-West Farmer"	do do	117 90
do "Siftings"	do do	129 21
do "Sun"	do do	60 80
	Total	$5,042 57

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(H, IN REPORT No. 3, F.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and Stationery, for the Post Office Department, in British Columbia	764 22
Glasgow "Herald"	Advertising for mail tenders, Canada and United Kingdom	13 11
T. N. Hibben & Co	Ink and mucilage for Inspector's Office, Victoria	9 00
British Columbia Stationery and Printing Co	Ink for Post Office, New Westminster	2 12
T. E. Pearson & Co	do do	1 00
T. N. Hibben & Co	Ink and stationery for Post Office, Victoria	54 60
Victoria	Advertising time-tables, Post Office notices, &c	237 80
Kamloops "Inland Sentinel"	do for mail tenders, &c	11 84
New Westminster "British Columbian"	do do	14 52
New Westminster "Mainland Guardian"	do do	15 20
Victoria "British Colonist"	do do	15 80
Victoria "Evening Post"	do do	15 20
do "Standard"	do do	14 60
do "Times"	do do	15 80
	Total	$1,184 81

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF PRINCE EDWARD ISLAND

(H, IN REPORT No. 3, G.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Queen's Printer and Stationery Office	Printing and stationery for the Post Office Department in Prince Edward Island	445 46
Glasgow "Herald"	Advertising for mail tenders, Canada and United Kingdom	13 00
T. L. Chappelle	Ink for Post Office, Charlottetown	16 20
Charlottetown	Advertising time-tables, Post-Office notices, &c	96 00
Charlottetown "Examiner"	Advertising for mail tenders, &c	2 00
Charlottetown "Herald"	do do	3 15
Summerside "Journal".	do do	3 60
	Total	$579 41

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant

PROVINCE OF ONTARIO.

(IN REPORT No. 3, A.)

DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Barrie Gas Co	Gas for Inspector's Office, Barrie (3 months to 30th June, 1886).	1 00
Belleville Gas Co.	Gas for Post Office, Belleville (3 months to 20th June, 1886)	50 40
	Total	$51 40

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(I, IN REPORT No. 3, D.)

DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
Moncton Gas Co	Gas for Post Office, Moncton (7 months to 31st May, 1886)	125 15
Moncton Water Works	Water for Post Office, Moncton (8 months to 30th June, 1886)	33 33
	Total	$158 48

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(I, IN REPORT No. 3, F.)

DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
C. G. Major	Coal oil and candles for Post Office, New Westminster	27 00
	Total	$27 00

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(K, IN REPORT No. 3, A.)

DETAIL of all payments for Miscellaneous Disbursements, on Account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
D. Spry, P.O.I.	Incidental expenses, Post Office Inspector, Barrie	63 75
G. E. Griffin, P.O.I.	do do Kingston	28 25
R. W. Barker, P.O.I.	do do London	50 25
T. P. French, P.O.I.	do do Ottawa	241 25
M. Sweetnam, P.O.I.	do do Toronto	165 47
J. H. Meacham, P.M.	do Postmaster, Belleville	195 50
A. D. Clement, P.M.	do do Brantford	15 00
H. N. Case, P.M	do do Hamilton	62 58
J. Shannon, P.M.	do do Kingston	45 97
R. J. C. Dawson, P.M.	do do London	65 62
J. A. Gouin, P.M.	do do Ottawa	603 15
T. C. Patteson, P.M.	do do Toronto	445 90
A. Wigle, P.M.	do do Windsor	40 63
C. P. R. Telegraph Co.	Telegrams to and from Chief Post Office Inspector	11 79
G. N.-W. Telegraph Co.	do do	40 70
do	do Post Office Inspector, Barrie	48 18
do	do do Kingston	53 70
do	do do London	34 66
do	do do Ottawa	1 91
C. M. Telegraph Co.	do do do	21 02
C. P. R. Telegraph Co.	do do do	60 06
G. N.-W Telegraph Co.	do do Toronto	9 90
C. P. R. Telegraph Co.	do do do	93 25
G. N.-W. Telegraph Co.	do Postmaster, Belleville	0 32
do	do do Clarksburg	0 62
do	do do Collingwood	0 28
do	do do Hamilton	11 78
do	do do Kingston	1 18
do	do do London	4 95
do	do do Ottawa	0 50
C. P. R. Telegraph Co.	do do do	22 26
G. N.-W. Telegraph Co.	do do Toronto	95 86
do	do Telephone messages, Post Office Inspector, Barrie	4 00
Bell Telephone Co	do do Kingston	0 25
do	do do London	0 45
do	do do Toronto	1 85
do		
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (9 months to 31st Dec., 1886)	8,013 31
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886)	3,092 30
Newfoundland Post Office Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	1,252 13
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	223 61
C. C. Ford	Postage stamps redeemed and destroyed	927 28
W. Weld	do do	78 65
J. C. Drumgoole	do do	65 88
E. Falconer	do do	30 40
A. Marling	do do	17 27
A. Frank	do do	16 89
Clougher Bros	do do	14 18
W. Cornwell	do do	9 08
Commissioner of Customs	do do	8 74
J. C. Gibson	do do	8 53

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
J. S. Dignan	Postage stamps redeemed and destroyed.	7 42
Hill & Weir	do do	7 41
J. A. Whipple	do do	7 21
Rural Home, Philadelphia	do do	6 43
L. J. Beemer & Co	do do	4 79
J. R. Adamson	do do	4 23
J. F. Lee	do do	4 07
J. Osborne	do do	3 22
McLaughlin & Moore	do do	2 28
W. Green	do do	2 26
F. J. Gosting.	do do	2 11
R. Raw & Co.	do do	1 96
G. McHardy	do do	1 92
McBurney & Laycock	do do	1 85
Edison Lamp Co	do do	1 61
W. Maclean	do do	1 19
D. Moore & Co	do do	0 99
Producers Oil Refining Co	do do	0 82
J. J Land	do do	0 60
J. E. P. Aldons	do do	0 52
R. Wilson	do do	0 29
A. Boyce	do do	0 19
Bell Telephone Co	Rent of telephone at Inspector's Office, Barrie (12 months to 31st Aug., 1887)	25 00
do	Rent of telephone at Inspector's Office, Kingston (12 months to 30th June, 1887)	35 00
do	Rent of telephone at Inspector's Office, London (12 months to 30th Sept., 1887)	55 00
do	Rent of telephone at Inspector's Office, Toronto (12 months to 30th Sept., 1887)	50 00
do	Rent of telephone at Post Office, Kingston (5⅓ months to 31st July, 1887)	15 56
do	Rent of telephone at Post Office, London (12 months to 31st Oct., 1887)	60 00
do	Rent of telephone at Post Office Toronto (12 months to 31st Aug., 1887)	50 00
Canadian Bank of Commerce	Refund of postages paid upon Post Office Money Order business	112 70
Merchants Bank	do do ...	121 68
Standard Bank	do do ...	13 75
Canadian Printing Co.	Refund of postages erroneously charged upon newspapers addressed to the United States	7 19
Sarnia "Observer".	do do ...	8 44
London Street Car Co.	Street car tickets for use of Letter Carriers, London	80 00
Ottawa do ...	do do Ottawa..	40 00
Toronto do ...	Street car Letter Carrier service, Toronto	2,400 00
J. Hendry	Express hire for Letter Carriers on Christmas day, Toronto.	17 50
W. Foster	To pay for Letter Carriers' ferry tickets, Toronto	9 55
J. A. Macdonell.	Legal expenses in connection with lease of P. O., Oshawa	5 50
do	Legal services *in re* Jenks, late Postmaster, Spry	14 99
W. Greer.	Detective services in connection with a fraudulent payment of a Post Office Money Order at Orillia	7 40
M. Cain	Expenses in connection with robbery of P. O. at Newmarket.	5 20
W. S. Orr	Constable's fees *in re* Queen *vs* Sayles, at P.O., Baileboro'	5 10
Burland Lithograph Co	Photo-engraving Post Office Money Order forms.	1,966 50
Mortimer & Co	Lithographing Dominion Coat of Arms for Postal Guides	58 83
Eyre & Spottiswoode	British Money Order Lists	75 60
G. Cox	Lithographing letter headings for Post Office Savings Bank.	47 00
J. Hendry	Conveying dutiable goods between Post Office and Custom House, Toronto	131 75

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
H. Duggan	Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General	72 00
A. G. McWhinney	Expenses in connection with Post Office at Exhibition Building, London, Ont	10 00
G. B. Sweetnam	Expenses in connection with Post Office at Exhibition Building, Toronto	3 30
E. Brown	Refund of money found in a dead letter and reclaimed	30 00
J. Walsh	Postage stamps used to prepay short-paid dead letters for the United States	40 00
J. Moerschfelder	Expenses, instructing Postmasters at Branch Offices, Toronto	3 00
Firmin, Didot et Cie	French Postal Guides	4 81
H. Ouimet	Putting up and removing double windows, P.O I., Ottawa	17 00
T. Pells	Removing snow from roof Post Office, Toronto	38 20
J. Edwards, P.M.	To pay for collecting letters from street letter boxes, Barrie	300 00
A. D. Clement, P.M.	do do Brantford	313 00
S. Barfoot, P.M.	do do Chatham	402 25
W. Sykes, P.M.	do do Cobourg	199 92
W. A. Hamilton, P.M.	do do Collingwood	200 00
G. McDonnell, P.M.	do do Cornwall	469 50
J. Gibson, P.M.	do do Ingersoll	164 00
G. Bogart, P.M.	do do Napanee	75 00
G. Stanton, P.M.	do do Paris	98 00
H. C. Rogers, P.M.	do do Peterboro'	199 95
T. Shannon, P.M.	do do Picton	78 25
J. Dowsley, P.M.	do do Prescott	144 00
R. Lawrie, P.M.	do do St. Catharine's	313 00
T. E. Ermatinger, P.M.	do do St. Thomas	165 00
J. P. Dawson, P.M.	do do Sarnia	50 00
W. Blair, P.M.	do do Strattord	390 00
H. McColl, P.M.	do do Strathroy	50 00
A. Wigle, P.M.	do do Windsor	300 00
A. McCleneghan, P.M.	do do Woodstock	230 00
W. G. McKenna	Services as Laborer, Inspector's Office, London	391 25
J. Strous	do Post Office, Hamilton	60 00
J. Morrisey	do do Kingston	365 00
J. R. Barrell	do do London	456 25
M. Macdonald	do do Ottawa	365 00
W. H. Farrell	do do do	257 00
W. Potter	do do do	39 00
W. Benson	do do Toronto	391 25
F. Smith	do do do	390 00
R. Elliott	do do do	391 25
H. L. Bell	do do do	185 00
F. Richards	do do do	20 00
T. Guinevan	do do Windsor	200 00
E. Hart	Services as Night-watchman, Post Office, London	39 00
A. Kelly	do do Ottawa	547 50
F. C. Draper	To pay do do Toronto	54 16
H. J. Grassett	do do do	75 84
G. T. Railway Co.	To pay Mail Porter at Union Station, Toronto	201 05
Postmaster, Belleville	Refund of deposits on box and drawer keys	33 57
do Hamilton	do do	9 00
do Kingston	do do	20 00
do London	do do	23 00
do Ottawa	do do	15 00
do Toronto	do do	69 00
do Windsor	do do	24 50
W. Greaves	Removal, expenses from Toronto to Ottawa	81 86
G. T. Railway Co.	Rent of mail room at Union Station, Toronto (1 year to 31st December, 1886)	50 00
Sundry Persons	Gratuities for charge of night mails at principal railway stations.	65 00
	Total	$30,961 31

H. A. WICKSTEED,
Accountant:

A. W. McLELAN,
Postmaster-General.

PROVINCE OF QUEBEC.

(K, IN REPORT No. 3, B.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
E. F. King, P.O I.	Incidental expenses, Post Office Inspector, Montreal	61 74
G. A. Bourgeois, Actg P.O.I., Quebec	do do Quebec.	198 63
G. A. Bourgeois, P.O.I.	do do Three Rivers.	25 75
J. H. Kerr, P.M.	do do Hull.	23 25
G. LaMothe, P.M.	do do Montreal.	847 52
A. Tourangeau, P.M.	do do Quebec.	418 11
G.N.W. Telegraph Co.	Telegrams to and from Inspector, Montreal	31 82
C.P.R. do	do do Quebec	0 83
G.N.W. do	do do do	105 46
C.P.R. do	do do Three Rivers.	2 75
G.N.W. do	do do do	14 92
C.P.R. do	do Postmaster, Montreal	2 03
G.N.W. do	do do do	181 72
do do	do do Quebec	35 65
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business (9 months to 31st Dec., 1886)	1,152 58
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886)	1,184 93
Newfoundland Post Office Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	479 81
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	85 69
C. C. Ford	Postage stamps redeemed and destroyed	355 33
J. C. Drumgoole	do do	25 24
J. H. Oakes	do do	24 84
Marcuse & Cunningham.	do do	9 31
E. L. Furniss & Co	do do	3 72
J. B. Picken & Co.	do do	2 37
Wade & Wade	do do	2 18
E. Coote	do do	2 18
B. Goldstein & Co	do do	0 85
R. & W. Warmington	do do	0 80
L. Robinson	do do	0 72
Huntingdon "Gleaner"	do do	0 72
Bell Telephone Co.	Rent of telephone at Inspector's Office, Quebec (6 months to 30th June, 1887)	25 00
do	do Inspector's Office and residence, Three Rivers (12 months to 19th Oct., 1887).	65 00
do	do Post Office and Bonaventure Depot, Montreal (12 months to 30th Sept., 1887)	100 00
do	do Receiving Houses, Montreal (6½ months to 30th June, 1887)	100 00
do	do Post Office, St. Hyacinthe (6 months to 15th Dec., 1886)	10 00
Can. District Tel. Co.	Rent of alarm box, Post Office, Montreal (12 months to 31st Jan., 1887)	12 00
H. Abbott, jun.	Legal services *in re* Latour, late Postmaster, Lanoraie	300 00
L. Fleury	Detective services *in re* missing registered letters, P.O., Quebec	36 00
A. Chauveau.	To pay constables services at P.O., Quebec	21 50
Burland Lithograph Co.	Photo-engraving Post Office Money Order forms.	403 00
Mortimer & Co	Lithographing Dominion Coat of Arms for Postal Guides.	22 55
Eyre & Spottiswoode	British Money Order Lists	22 00

(K, IN REPORT No. 3, B)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
L. Barré	Removing snow and ice from roof of Post Office, Montreal	100 00
do	Washing and removing double windows, &c., from Post Office, Montreal	187 50
R. Jacques	Removing snow and ice from sidewalk, Post Office, Montreal	7 00
G. Langlois	Removing snow from roof of Post Office, Quebec	12 00
M. Hudon	Cleaning yard, &c., Post Office, Quebec	7 60
J. Neilson	Furnishing telephonic reports of railway mail trains to Post Office, Montreal (4 months to 30th June, 1887)	40 00
J. H. Kerr, P.M.	Compensation in part for loss of furniture, &c., caused by burning of Post Office, Hull	500 00
M. Godin	Compensation for termination of mail contract, St. Jean de Matha and St Michel des Saints	75 00
A. Lepage	Claim on account of mail service and expected contract at Rimouski	20 00
B. J. Poulin	Expenses in connection with Post Office at Exhibition Building, Sherbrooke	12 35
G. H. Michel	Sketch of the interior of Post Office, Quebec	10 00
F. Pepin, L.C.	To pay for Letter Carriers' street-car tickets, Montreal.	5 10
Canada Bank Note Co.	Sterling exchange tables for Money Order Office	5 00
Bell Telephone Co.	Transferring line of instrument at Bonaventure Station, Montreal	3 35
F. H. O'Brien	Inspection of Post Offices on north shore of Gulf of St. Lawrence	100 00
J. Evarts	Allowance for attendance on British mails upon their arrival at South Quebec	100 00
L. Renois, Porter	Allowance for loss of lodgings, &c., at Post Office, Montreal	33 33
G. A. Bourgeois, P.O.I.	To pay services of Messenger at Inspector's Office, Three Rivers.	220 00
P. Jones	Services as Laborer at Post Office, Montreal	456 25
J. McLaughlin	do do do	456 25
R. Lanning	do do do	456 25
J. McElheron	do do do	456 25
E. Barcelo	do do do	365 00
T. Cunningham	do do do	456 25
L. Quinlan	do do do	456 25
J. Manning	do do do less fine	455 25
R. Talbot	do do do	456 25
	do and Sunday Watchman, Post Office, Montreal	552 00
A. Trudel	Services as Fireman and Night Watchman, Post Office, Montreal	456 25
L. Renois	do Sunday Watchman, Post Office, Montreal	5 25
H. Lacken	do Mail Porter at C. P. Railway Station, Montreal	456 25
Postmaster, Montreal	Refund of deposits on box and drawer keys	111 00
do Quebec	do do do	15 00
do Point St. Charles	Superintending and accommodating Letter Carriers' branch	200 00
	Total	$13,198 23

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant

PROVINCE OF NOVA SCOTIA.

(K, IN REPORT No. 3, C.)

DETAIL of all paymeuts for Miscellaneous Disbursements, on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
C. J. Macdonald, P.O.I..	Incidental expenses, Post Office Inspector, Halifax	232 51
H. W. Blackadar, P.M....	do Postmaster do	258 10
Western Union Telegraph Co	Telegrams to and from Post Office Inspector do	277 10
do do ...	do Postmaster do	25 99
Post Office Savings Bank.	Commission to Postmasters upon Savings Bank business (9 months, to 31st Dec , 1886)	191 00
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months, to 31st March, 1886)....	422 45
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 months, to 31st Dec., 1886)	30 55
Newfoundland Post Office Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	171 06
Control Department	Military and naval postage paid within the Dominion, and refunded	46 05
C. C. Ford	Postage stamps redeemed and destroyed	126 67
J. C. Drumgoole	do do	9 00
Bell Telephone Co	Rent of telephone at Inspector's Office, Halifax (12 months, to 30th Sept., 1887)	40 00
do	Rent of telephone at Post Office, Halifax (12 months, to 30th April, 1887)	40 00
Wade & Wade	Legal expenses *in re* defaulting Postmaster, Shelburne	11 00
W. Graham	do Queen *vs.* Sureties of late Postmaster, Port Hood	7 65
do	do *in re* irregularities at P.O., Debert Station	5 00
N. Power	Detective services in connection with robbery of Post Office, Annapolis	28 50
Burland Lithographic Co	Photo-engraving Post Office Money Order forms	609 00
Mortimer & Co	Lithographing Dominion coat of arms for Postal Guides	8 04
Eyre & Spottiswoode	British Money Order lists	19 70
T. M. Power	Omnibus tickets for Letter Carriers, Post Office, Halifax	8 00
T. E. Davison	Expenses whilst in charge of Post Office, Digby	12 03
W. Kearns	do do Shelburne	57 00
A. Browne	Allowance for attendance upon English mails, and assorting bags upon their arrival at Halifax.	141 00
I. R. L. McLean	Caring for River Bourgeoise mails, on main post road	20 00
Postmaster, Digby	Postage stamps destroyed by fire when Post Office was burned in April, 1883	194 78
do Amherst	Charge of P. E. Island mails at Amherst, season 1885-86	50 00
A. J. Hood, P.M	To pay for collecting letters from street letter-boxes, Yarmouth	120 00
Postmaster, Halifax	Ship letter gratuities paid at Post Office, Halifax	1 58
do Lockeport...	do do Lockeport	5 50
do Yarmouth ...	do do Yarmouth	0 28
do Halifax	Refund of deposits on box and drawer keys	35 50
	Proportion of expenses for cleaning Post Office, Halifax	48 80
	Total	$3,253 84

H. A. WICKSTEED,
Accountant.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

(K, IN REPORT No. 3, D.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
J. Dewe, Chief P.O.I.	Incidental expenses, within New Brunswick	46 25
J. McMillan, P.O.I.	do Post Office Inspector, St. John	1 11
S. J. King, P.O.I.	do do do	88 85
P. McPeake, P.M.	do Postmaster, Fredericton	26 85
S. J. King, P.M.	do do St. John	184 95
E. Willis, P.M.	do do do	185 65
Western Union Telegraph Company	Telegrams to and from Post Office Inspector, St. John	126 25
Western Union Telegraph Company	do Postmaster, Fredericton	7 87
Western Union Telegraph Company	do do St. John	31 77
Western Union Telegraph Company	do Post Office Inspector, Toronto, whilst in New Brunswick	1 15
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (9 months, to 31st Dec., 1886)	189 59
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months, to 31st March, 1886)	304 37
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months, to 31st Dec., 1886)	22 01
Newfoundland Post Office Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	123 24
C. C. Ford	Postage stamps redeemed and destroyed	91 27
J. C. Drumgoole	do do	6 48
Bell Telephone Co	Rent of telephone at Inspector's office, St. John (12 months, to 30th Sept., 1887)	40 00
do	Rent of telephone at Post Office, Fredericton (12 months, to 30th Sept., 1887)	21 00
L. R. Harrison	Legal expenses *in re* robbery of Post Office, Portland	20 00
do	do connection with the suppression of St. Stephen lottery	3 50
Pinkerton's National Detective Agency	Detective services in connection with missing registered package from Chatham	39 05
J. Ring	Detective services in connection with missing registered package from Chatham	20 00
R. Rawlings	Detective services in connection with robbery of Post Office, Portland	3 50
Burland Lithograph Co.	Photo-engraving Money Order forms	364 50
Mortimer & Co.	Lithographing Dominion Coat of Arms for Postal Guides	5 79
Eyre & Spottiswoode	British Money Order Lists	13 84
J. & A. McMillan	Maps for Chief Post Office Inspector	28 75
J. C. Winslow, P.M.	To pay freight and expenses on bag rack at Woodstock	15 16
S. Clark	Washing and putting up double windows at Post Office, Carleton	4 00
N. Wheeler	Services as laborer, Post Office, Fredericton	42 50
M. A. Macleod	do do St. John	456 25
P. McPeake, P.M.	To pay for collecting letters from street letter-boxes, Fredericton	90 00
Postmaster, St. John	Ship letter gratuities paid at Post Office, St. John	24 19
do Fredericton	Refund of deposits on box and drawer keys	14 00
do St. John	do do	17 00
J. F. Buchanan	Balance in full for transferring mails at Fredericton Junction, to 31st March, 1887	75 00

(K, IN REPORT No. 3, D.)—DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
W. Hagerman	Gratuity for charge of mails on Fredericton Branch Railway (1 year, to 30th Sept., 1886)	20 00
T. Allen	Charge and accommodation of Prince Edward Island mails, at Cape Tormentine, seasons 1885-86 and 1886-87	250 00
Sundry persons	Gratuities for charge of mails at principal railway stations, and on railway trains	37 50
	Total	$3,043 19

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(K, IN REPORT No. 3, E.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
W. W. McLeod, P.O.I....	Incidental expenses, Post Office Inspector, Winnipeg.....	17 15
W. Hargrave, P.M.....	do Postmaster, Winnipeg.....	78 78
C.P.R. Telegraph Co.....	Telegrams to and from Post Office Inspector, Winnipeg.....	316 26
G.N.W. do	do do Winnipeg.....	87 62
C.P.R. do	do Postmaster do	1 25
United States Post Office Department.....	Transit rates on mail matter passing through the United States mails for other Countries (3 months to 31st March, 1886).....	308 31
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 months to 31st Dec, 1886)	22 30
Newfoundland Post Office Department.....	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan.. 1885, to 31st March, 1886.....	124 84
C. C. Ford.....	Postage stamps redeemed and destroyed	92 45
J. C. Drumgoole.....	do do	6 57
Glines & Stuart.....	do do	3 02
Bell Telephone Co.	Rent of telephone at Post Office, Winnipeg (12 months to 30th Nov., 1887).....	50 00
Aikins, Culver & Hamilton	Legal expenses *in re* robbery, Post Office, Humbolt.....	7 00
Aikins, Culver & Hamilton	do do Winnipeg.....	54 00
Aikins, Culver & Hamilton	do Queen *vs* Thompson, Moosomin.....	5 00
Burland Lithograph Co..	Photo-engraving Money Order forms.....	193 50
Mortimer & Co	Lithographing Dominion Coat of Arms for Postal Guides.	5 87
Eyre & Spottiswoode	British Money Order Lists.....	4 00
North-West Mounted Police.....	Charge and police protection of mails during the late disturbance in the North-West.....	710 55
Scott & Leslie.....	Removing furniture, &c., from old to new Post Office, Winnipeg	62 00
J. J. O'Farrell.....	Compensation for loss of clothing whilst on duty on Postal Car	52 25
E. Parker.....	Gratuity for delivering Registered Letter found in Postal Car at Winnipeg	2 00
W. C. Allen	Conveying dutiable goods from Post Office to Custom House, Fort McLeod.....	40 00
J. Sheppard.....	Conveying dutiable goods from Post Office to Custom House, Winnipeg.....	30 25
W. McDonald.....	Conveying duitable goods from Post Office to Custom House, Winnipeg.....	2 00
W. S. Wallace.....	Services as Laborer at Inspector's Office, Winnipeg.....	547 50
G. A. Pridham	do Post Office do	456 25
Postmaster, Winnipeg....	Refund of deposits on box and drawer keys.....	79 00
	Total	$3,359 72

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(K, IN REPORT No. 3, F.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
E. H. Fletcher, P.O.I.	Incidental expenses, Post Office Inspector, Victoria.	23 32
J. Brown, P.M.	do Postmaster, New Westminster	48 00
R. Wallace, P.M.	do do Victoria.	8 00
Telegraph and Signal Service	Telegrams to and from Post Office Inspector, Victoria	95 80
C. P. R. Telegraph Co.	do do do	75 75
Bell Telephone Co.	Telephone message, Postmaster, New Westminster.	0 25
United States Post Office Department	Transit rates on mail matter passing through United States mails, for other Countries (3 months to 31st March, 1886).	102 46
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months to 31st December, 1886)	7 41
Newfoundland Post Office Department.	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	41 49
C. C. Ford	Postage stamps redeemed and destroyed	30 72
J. C. Drumgoole	do do	2 18
Bell Telephone Co.	Construction, and rent of telephone at Post Office, Victoria (5 months and 21 days to 31st March, 1887)	25 60
Drake, Jackson & Helmcken	Legal expenses, Queen *vs.* J. S. Harrison, late clerk, Post Office, St. John, N.B.	30 00
Burland Lithograph Co.	Photo-engraving Money Order forms	281 25
Mortimer & Co.	Lithographing Dominion Coat of Arms for Postal Guides	1 95
Eyre & Spotteswoode	British Money Order lists	3 40
J. Rooney	Expenses whilst in charge of Post Office, New Westminster.	192 00
J. O. McLeod.	Compensation for loss and injuries received whilst on duty on Postal car	250 00
J. M. Wise	Conveying Mail Clerk McLeod from Port Moody to New Westminster	7 00
J. Smith	Services as Messenger and assisting in assorting delayed mails at Victoria	53 00
Postmaster, Victoria	To pay for collecting letters from street letter-boxes, Victoria.	360 00
do New Westminster.	Refund of deposits on box and drawer keys	32 25
Postmaster, Victoria	do do	116 00
	Total	$1,787 83

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(K, IN REPORT No. 3, G.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		$ cts.
F. de St. C. Brecken, P.M, and Asst. P.O.I.	Incidental expenses, Charlottetown	97 86
Anglo-American Tel. Co	Telegrams to and from, Charlottetown	128 55
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886)	64 39
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	4 65
Newfoundland PostOffice Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886	26 07
C. C. Ford	Postage stamps redeemed and destroyed	19 30
J. C. Drumgoole	do do	1 37
P. E. Island Telephone Co.	Rent of telephone at Post Office, Charlottetown (7 months to 31st Dec., 1886)	17 50
Burland Lithograph Co.	Photo-engraving money order forms	66 00
Mortimer & Co.	Lithographing Dominion Coat of Arms for Postal Guides	1 22
Eyre & Spottiswoode	British Money Order lists	1 38
J. Grant	Special services in Post Office, Charlottetown	200 00
P. E. I. Navigation Co.	Expenses in connection with Prince Edward Island mails, season 1886	244 76
J. B. Allen	Gratuity for extra services as Telegraph Operator at Cape Tormentine, N.B., season 1886-87	60 00
T. C. Muncey	Gratuity for extra services as Telegraph Operator, and for charge, &c., of mail bags at Cape Traverse, P.E.I., season 1886-87	60 00
	Total	$993 05

A. W. McLELAN,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PART III.

PROVINCE OF ONTARIO.

REPORT No. 6.

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1887; the County wherein such Office is situated; the Number and Amount of Money Orders issued; the Amount of Orders paid; the Amount of Commission arising therefrom, at each Office, respectively, and the Amount paid to the Postmaster at each Office, as compensation for transacting the Money Order business during the same period.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Aberfoyle	Wellington	100	1,590 46	10 30	766 15	4 01
Acton	Halton	430	7,449 61	53 74	3,711 09	19 32
*Adelaide	Middlesex	...	.....	76	.....	.....
Ailsa Craig	do	463	5,873 55	47 55	3,165 61	15 44
Albion	Cardwell	309	10,648 16	68 28	2,747 38	26 79
Aldboro'	Elgin	27	290 66	2 62	238 20	73
Alexandria	Glengarry	308	8,456 96	63 60	3,889 53	24 75
Algoma Mills	Algoma	.....	.....	.....	1,088 61	05
Allandale	Simcoe	235	3,134 40	22 85	1,299 13	8 64
Allenford	Bruce	252	6,849 98	41 99	1,261 64	17 41
Allensville	Muskoka and Parry Sound	193	1,963 51	14 25	664 66	5 89
Alliston	Simcoe	491	8,029 92	54 63	7,778 66	21 06
Alma	Wellington	139	1,982 33	13 90	590 39	5 45
Almonte	Lanark	757	11,608 31	101 20	5,836 42	31 66
Alton	Cardwell	294	5,097 76	33 21	1,001 97	12 96
Alvinston	Lambton	440	5,670 06	44 97	3,075 23	15 98
Amherstburg	Essex	1,224	16,525 81	127 24	6,027 84	46 01
Ancaster	Brant	251	11,256 15	70 16	1,637 21	28 66
Angus	Simcoe	46	995 54	7 48	1,293 11	3 41
†Appin	Middlesex	70	1,053 89	6 78	5 00	2 63
Appleton	Lanark	20	243 68	1 83	52 76	67
Arkona	Lambton	616	11,385 78	79 30	3,034 17	30 26
Arkwright	Bruce	47	959 62	6 60	473 03	2 93
Arnprior	Renfrew	600	10,434 50	79 89	4,896 11	27 50
Arthur	Wellington	433	7,563 03	54 75	5,171 84	21 72
Aultsville	Stormont	260	4,842 56	33 64	1,269 39	12 71
Aurora	York	582	8,864 19	64 44	8,238 49	25 25
Avening	Simcoe	203	4,966 84	31 71	240 37	12 42
Aylmer West	Elgin	1,447	16,122 82	138 81	12,138 79	44 02
Ayr	Waterloo	980	10,500 24	84 07	28,741 18	29 27
Ayton	Grey	190	5,224 70	35 10	1,278 52	13 32
Baden	Waterloo	112	3,139 51	22 39	1,443 48	8 04
Bailieboro'	Peterboro'	124	1,968 36	15 09	478 16	4 99
Bancroft	Hastings	485	17,614 41	102 10	853 31	44 39
Barrie	Simcoe	1,975	32,200 64	250 88	28,924 02	88 44
Bath	Lennox	412	5,966 52	40 00	1,378 10	15 53
‡Bathurst Stre't (Toronto)	York	2,939	35,612 81	401 46	4,064 65	94 56
Bayfield	Huron	577	12,789 85	79 33	1,868 78	32 70
Baysville	Ontario	132	2,555 67	16 93	1,182 77	6 86
Beachburg	Renfrew	81	1,391 27	11 91	536 22	3 52
Beachville	Oxford	255	4,638 94	31 56	1,093 31	12 17
Beamsville	Lincoln	732	11,041 13	80 79	2,576 84	28 44
Beaverton	Ontario	355	6,252 02	44 94	4,416 78	16 58
Beeton	Simcoe	409	7,104 85	46 62	3,277 45	18 25

*Closed 1st July, 1886. † Opened 1st April, 1887. ‡ Formerly Toronto West.

Report No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Belle River	Essex	51	456 42	3 77	1,286 83	1 66
Belleville	Hastings	2,920	41,795 86	351 18	46,171 27	.....
Bell Ewart	Simcoe	13	153 31	1 65	78 49	42
Bell's Corners	Carleton	42	1,460 34	9 82	83 87	3 65
Belwood	Wellington	260	5 495 91	36 21	838 33	13 81
Berlin	Waterloo	1,530	17,805 60	165 38	28,226 54	54 38
Bethany	Durham	173	2,413 13	17 17	963 08	6 33
†Biscotasing	Algoma	3	163 83	85	.....	41
‡Bleeker Street (Toronto)	York	120	1,270 39	13 63	3,360 00	3 24
Blenheim	Kent	717	7,793 42	64 93	3,297 89	22 31
Bluevale	Huron	67	1.296 02	8 23	1,280 50	3 41
Blyth	do	490	6,039 94	47 45	3,468 81	16 41
Bobcaygeon	Victoria	469	14,557 27	93 37	2,674 67	37 26
Bondhead	York	71	1,534 71	9 95	275 81	3 95
Bothwell	Bothwell	830	11,368 37	84 86	5,321 28	31 74
Bowmanville	Durham	1,323	15,408 12	131 16	12,310 70	44 22
Bracebridge	Ontario	585	11,388 11	85 13	8,992 54	35 10
Bradford	York	549	9,872 99	73 18	2,672 65	25 77
Brampton	Peel	975	17,639 37	136 96	20,013 79	48 00
Brantford	Brant	3,770	46,571 72	412 23	93,598 66	131 90
Bridgewater	Hastings	149	2,203 23	16 02	1,101 18	6 29
Bright	Oxford	234	3,293 03	25 13	2.969 07	8 61
Brighton	Northumberland	895	10,174 51	74 54	4,604 46	28 55
Brockville	Leeds	2,290	28,353 78	259 31	38,010 67	83 17
§Brockton	York	94	1,131 72	9 58	54 97	2 83
Bronte	Halton	74	705 73	6 33	534 13	1 80
Brooklin	Ontario	379	5,264 26	38 23	2,635 93	14 36
Brougham	do	71	2,232 07	15 21	278 05	5 63
Bruce Mines	Algoma	227	8 820 87	53 22	5,878 01	24 95
Brussels	Huron	835	16,844 72	117 05	5,376 85	43 33
Burford	Brant	532	10,336 30	67 70	1,468 58	26 68
Burlington	Halton	388	5,313 56	39 72	5,450 68	15 74
Byng Inlet North	Muskoka and Parry Sound	130	4,666 09	26 41	1,627 91	11 71
Caistorville	Wentworth	39	1,025 38	7 00	252 78	2 55
Caledon	Cardwell	133	3,788 50	24 77	944 32	9 63
Caledonia	Haldimand	630	12,017 05	79 55	3,448 02	31 20
Cambray	Victoria	121	3,200 18	21 88	519 89	8 25
Camlachie	Lambton	70	1,004 72	7 55	738 78	3 05
Campbellford	Northumberland	1,010	14,555 03	107 56	5,375 55	40 10
Campbellville	Halton	185	4,469 01	26 85	747 78	11 28
Cannington	Ontario	733	8,843 29	62 80	6,167 80	23 03
Cardinal	Grenville	397	7,757 12	60 17	1,688 26	20 51
Cargill	Bruce	207	2,233 93	16 59	1,603 91	5 86
Carleton Place	Lanark	654	13,132 47	100 46	5,345 77	34 43
‖Carlton Street (Toronto)	York	1,649	18,629 01	211 79	1,406 22	48 47
Castleton	Northumberland	158	3,076 27	21 16	623 86	7 82
Cayuga	Haldimand	933	18,486 21	124 38	3,303 29	47 03
Charing Cross	Kent	76	1,891 01	12 72	443 63	5 06
Chatham	do	3,028	37,763 03	345 75	31,191 55	111 47
Chatsworth	Grey	461	10,733 14	70 31	4,570 18	28 96
Chesley	Bruce	463	9,286 40	63 80	6,805 28	24 11
Chesterville	Dundas	66	2,084 34	15 97	2,176 10	7 13
Chippawa	Welland	209	3,241 38	24 63	2,743 00	10 51
Clandeboye	Middlesex	51	1,126 58	8 30	580 49	2 95
Claremont	Ontario	189	6,485 21	39 75	1,386 91	16 36
Clarence	Russell	63	2,155 81	17 99	675 72	5 67
Clarke	Durham	105	2,650 58	15 60	826 11	8 09
Clarksburg	Grey	633	14,440 25	95 02	7,305 66	40 05

† *Closed 31st December*, 1886. ‡ *Opened 3rd Jan*, 1887.
§ *Opened 1st Oct.*, 1886. ‖ *Formerly Toronto North.*

REPORT No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Clearville	Elgin	268	6,934 93	39 28	688 15	17 40
Clifford	Wellington	384	6,346 47	43 34	2,435 25	16 43
Clinton	Huron	865	15,851 69	125 71	19,726 56	43 27
Cobden	Renfrew	43	1,625 01	10 94	404 03	4 28
Cobourg	Northumberland	1,837	26,240 25	215 95	17,430 83	73 80
Colborne	do	930	11,297 85	82 05	7,964 37	29 28
Coldwater	Simcoe	287	5,685 01	38 82	847 34	14 71
Collingwood	do	1,550	21,550 82	163 97	26,811 52	63 95
Colpoy's Bay	Bruce	72	2,018 77	11 78	560 55	5 50
Columbus	Ontario	71	1,943 50	12 79	838 09	5 72
Conestogo	Waterloo	112	1,443 63	10 22	356 52	3 63
Consecon	Prince Edward	279	3,821 78	27 31	1,045 65	9 89
Cookstown	Simcoe	121	3,057 47	21 58	2,195 13	7 85
Cooksville	Peel	84	3,041 05	18 04	1,026 35	7 66
Cornwall	Stormont	1,274	20,236 07	162 40	16,313 66	60 10
Corunna	Lambton	175	1,902 75	15 82	722 07	5 41
Courtright	do	201	3,505 07	24 65	3,561 57	11 63
Craighurst	Simcoe	109	2,599 66	15 24	219 68	6 50
Credit	Peel	54	1,185 36	8 88	615 01	3 09
Crediton	Middlesex	224	6,753 23	46 03	1,717 70	17 28
Creemore	Simcoe	1,001	28,264 66	167 83	2,873 15	71 07
Crysler	Stormont	237	9,957 55	59 33	1,627 60	26 84
Cumberland	Russell	249	4,898 27	32 94	628 31	12 74
Delaware	Middlesex	237	4,406 48	31 51	1,166 47	11 59
Delhi	Norfolk	652	9,621 41	67 39	1,947 34	24 37
Delta	Leeds	73	2,325 52	17 70	1,062 94	6 52
Desboro'	Grey	435	10,504 32	66 69	59[illegible] 25	26 80
Deseronto	Hastings	752	10,670 54	86 71	3,781 33	27 73
Dickinson's Landing	Stormont	118	3,000 68	20 89	1,314 74	7 95
Dorchester Station	Middlesex	174	2,234 75	17 23	1,241 99	5 78
Drayton	Wellington	195	3,517 77	25 20	3,9[illegible]4 17	9 35
Dresden	Bothwell	1,108	18,603 80	131 83	5,9[illegible]4 14	48 31
Drumbo	Brant	217	4,233 83	27 57	1,3[illegible]6 63	11 17
Duart	Elgin	256	2,335 57	18 19	5[illegible]2 80	6 05
Dublin	Perth	125	7,582 02	42 88	8[illegible]9 15	19 24
Dunbarton	Ontario	30	758 27	5 85	4[illegible]6 40 5	2 24
Dunchurch	Muskoka and Parry Sound	112	2,858 99	18 29	8[illegible]0 52	7 17
*Dundalk	Grey	215	7,040 46	40 99	1,86[illegible] 54	17 66
Dundas	Wentworth	1,228	18,409 24	157 35	15,916 43	50 96
†Dundas Street (Toronto)	York	165	2,046 98	20 65	18 27	5 12
Dungannon	Huron	343	11,829 17	72 43	1,400 12	29 93
Dunnville	Monck	1,035	17,121 58	120 55	7,203 89	45 52
Dunvegan	Glengarry	77	2,636 75	15 92	871 61	8 05
Durham	Grey	725	13,988 93	95 94	9,971 49	38 30
‡Dutton	Elgin	324	6,307 81	44 10	1,393 60	16 23
Edgar	Simcoe	17	345 50	2 28	315 27	1 09
Eganville	Renfrew	204	5,917 87	40 09	2,977 72	16 24
Egmondville	Huron	132	1,493 60	10 39	643 76	3 72
Elmira	Waterloo	345	6,047 79	47 11	2,050 03	15 45
Elmwood	Bruce	161	3,755 65	24 95	1,110 49	10 63
Elora	Wellington	973	13,642 12	98 03	7,326 97	36 44
Embro	Oxford	411	9,366 47	65 50	1,986 05	24 04
Emsdale	Muskoka and Parry Sound	55	1,196 87	9 75	3,134 75	5 38
Erin	Wellington	318	8,339 92	57 29	2,151 54	21 37
Essex Centre	Essex	826	14,721 39	101 79	6,976 45	38 98
Exeter	Middlesex	857	12,183 16	94 60	7,355 11	32 91
Farmersville	Leeds	119	3,593 50	25 49	1,549 47	9 85

* *Closed 4th October*, 1886. † *Opened 3rd January*, 1887 ‡ *Late Dutton Station.*

Report No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts	$ cts	$ cts.	$ cts.
Fenelon Falls	Victoria	522	14,433 15	91 86	4,614 25	36 99
Fergus	Wellington	1,078	17,251 84	119 64	7,250 07	45 82
Fingal	Elgin	294	7,069 30	50 42	1,905 89	18 40
Fisherville	Haldimand	138	7,105 35	40 50	413 45	18 39
Flesherton	Grey	404	12,796 50	82 65	7,615 19	33 22
Florence	Middlesex	335	5,449 25	38 56	2,865 26	14 19
Fonthill	Welland	268	4,986 32	36 78	1,583 93	13 46
Fordwich	Huron	199	4,696 82	30 88	791 13	11 87
Forest	Lambton	1,278	11,425 11	96 08	6,076 96	31 15
Fort Erie	Welland	506	6,394 36	48 03	5,261 35	18 38
*Fort William West	Algoma	556	13,476 22	97 81	1,271 22	34 26
Frankford	Hastings	254	4,702 77	32 16	1,007 02	12 24
Freelton	Wentworth	100	1,920 61	12 38	1,343 27	5 23
Galt	Waterloo	3,082	37,348 00	315 40	33,136 20	100 77
Gananoque	Leeds	1,288	20,940 67	177 57	9,172 24	55 44
Georgetown	Halton	817	13,117 78	100 55	6,015 19	34 90
Glammis	Bruce	144	3,560 92	23 63	1,368 65	9 28
Glenallan	Wellington	235	5,033 13	31 33	464 06	12 64
Glencoe	Middlesex	641	10,959 55	78 72	6,903 03	29 12
Goderich	Huron	1,989	31,803 47	237 51	17,880 19	87 26
Gore Bay	Algoma	163	3,852 20	25 26	3,012 52	9 96
Gorrie	Huron	319	5,000 57	33 60	2,325 15	13 46
Grafton	Northumberland	189	3,848 68	25 91	1,046 79	10 32
Grand Valley	Wellington	255	4,338 96	30 99	1,104 45	10 90
Granton	Middlesex	181	2,790 63	21 67	577 43	7 22
Gravenhurst	Simcoe	606	9,530 02	71 65	4,619 89	25 88
Greenwood	Ontario	36	1,073 86	7 26	1,146 87	3 00
Grimsby	Wentworth	541	11,615 89	78 66	7,299 95	31 33
Guelph	Wellington	3,975	51,160 67	448 61	68,426 04	145 30
Hagersville	Haldimand	507	6,625 00	51 96	4,061 39	17 26
Haliburton	Peterboro'	292	7,116 43	46 89	2,687 42	21 40
Hamilton	Wentworth	9,596	131,459 59	1,287 66	343,898 52	.....
Hampton	Durham	165	3,676 41	23 35	470 00	9 49
Hanover	Grey	392	6,705 09	49 20	6,401 17	17 67
Harriston	Wellington	794	11,772 02	90 97	9,560 04	31 62
Hastings	Northumberland	195	4,382 91	33 28	1,617 63	11 54
Hawkesbury	Prescott	267	6,222 12	40 83	2,907 78	20 17
Hawkesville	Waterloo	261	6,135 67	42 42	1,783 13	15 60
Hensall	Huron	562	9,103 19	61 08	2,737 19	22 91
Hespeler	Waterloo	803	9,983 87	81 98	4,112 14	26 21
Highgate	Elgin	211	3,487 91	24 53	856 51	9 19
Highland Creek	York	106	3,287 76	21 28	413 87	8 34
Hillsburgh	Wellington	168	4,470 67	31 07	1,024 34	11 29
Hillsdale	Simcoe	261	9,016 13	51 35	1,145 91	22 72
Holland Landing	York	34	478 49	3 11	504 32	1 25
Hollen	Wellington	92	1 366 13	10 34	436 60	3 45
Hoodstown	Muskoka and Parry Sound	49	1,111 43	7 05	557 88	3 16
Horning's Mills	Grey	107	3,525 61	22 76	2,272 39	8 82
Humberstone	Welland	87	2,354 58	14 94	318 35	5 97
Huntsville	Muskoka	493	9,982 34	65 08	7,806 80	30 13
Ingersoll	Oxford	1,873	21,202 01	177 14	39,549 57	58 44
Innerkip	do	83	1,685 76	11 62	687 04	4 82
Invermay	Bruce	150	4,096 38	26 70	3,172 19	10 64
Iona	Elgin	84	1,390 03	9 71	713 14	3 77
Iroquois	Dundas	566	12,107 12	82 36	4,305 93	31 13
Jarvis	Haldimand	207	3,789 44	27 29	2,482 10	10 57

* *Opened 1st October*, 1886.

REPORT No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Jordan	Lincoln	167	2,904 96	20 75	682 23	7 46
Keene	Peterboro'	192	3,654 44	23 31	691 01	9 72
Kemptville	Grenville	1,019	23,778 06	171 78	7,601 95	66 12
Kettleby	York	183	1,864 85	14 26	689 89	4 90
Kincardine	Bruce	1,084	16,673 61	124 12	15,452 97	49 34
King	York	36	13,444 90	8 22	1,100 18	3 97
Kingston	Frontenac	4,979	62,669 23	572 94	83,222 30	.....
Kingsville	Essex	409	5,136 19	43 01	2,921 29	13 61
Kinmount	Victoria	184	3,090 93	23 12	2,256 32	8 89
Kippen	Huron	79	1,478 83	9 96	656 42	3 99
Kirkfield	Victoria	27	580 84	3 94	1,638 16	2 41
Kleinburg	York	65	1,206 13	7 81	220 55	3 18
*Klock's Mills	Nipissing	51	536 54	5 27	4 00	1 33
Komoka	Middlesex	135	1,984 55	14 68	1,359 00	5 56
Lakefield	Peterboro'	756	14,165 68	100 39	2,987 37	37 27
†Lakeport	Northumberland	38	578 22	4 14	452 44	1 44
L'Amable	Hastings	301	7,278 90	45 85	1,058 57	18 19
Lambton Mills	York	87	1,102 67	11 49	1,570 83	3 10
Lanark	Lanark	654	14,016 81	95 43	1,560 51	36 36
Lancaster	Glengarry	519	11,747 85	79 09	1,584 02	30 64
Lansdown	Leeds	136	4,673 69	27 45	1,295 89	11 87
Leamington	Essex	1,206	21,033 28	148 41	6,840 99	55 31
Lefroy	Simcoe	46	1,250 22	10 33	462 65	3 21
Lindsay	Victoria	1,381	17,033 93	144 62	23,835 65	49 05
Listowel	Perth	1,264	15,255 43	123 84	10,405 01	42 79
Little Britain	Victoria	129	3,237 82	22 57	840 70	8 24
Little Current	Algoma	309	12,699 72	75 28	7,075 90	33 90
Lloydtown	York	128	2,304 42	16 42	637 46	5 78
London	Middlesex	6,606	93,870 55	867 67	317,569 90	.....
London East	do	884	11,521 84	106 71	2,309 94	32 23
L'Orignal	Prescott	245	9,206 24	71 92	3,737 23	23 96
Lucan	Middlesex	377	3,735 18	30 78	2,181 18	10 15
Lucknow	Bruce	823	18,325 32	120 85	6,518 81	50 68
Lyn	Leeds	123	1,917 87	14 07	1,348 72	5 53
Lynden	Wentworth	162	5,046 96	30 96	641 48	12 63
Lynedoch	Norfolk	362	6,001 07	43 34	1,033 05	15 62
Madoc	Hastings	950	14,503 27	104 29	8,755 42	37 62
Magnetawan	Muskoka and Parry Sound	150	5,880 44	34 17	7,509 14	17 53
Manilla	Victoria	52	924 39	7 00	1,314 16	2 56
Manitowaning	Algoma	619	17,046 60	105 60	5,436 34	43 86
Manotick	Carleton	305	11,804 25	69 68	1,250 04	30 65
Maple	York	67	1,607 34	10 49	531 00	4 01
Markdale	Grey	395	10,459 04	67 74	5,066 66	28 80
Markham	York	486	8,130 59	62 58	10,589 31	32 73
Marmora	Hastings	285	4,692 99	32 94	1,204 99	12 47
Mattawa	Nipissing	397	12,779 49	80 92	3,364 77	32 61
Maxwell	Grey	349	9,626 50	61 33	1,346 89	24 68
‡McKellar	Muskoka and Parry Sound	194	3,587 06	24 97	712 46	9 02
Meadowvale	Peel	76	3,069 51	18 53	510 66	7 71
Meaford	Grey	1,557	21,915 48	158 28	14,731 79	61 03
Merrickville	Grenville	578	17,634 29	117 90	3,793 91	46 93
Merriton	Lincoln	459	5,952 44	52 26	2,135 32	15 60
Metcalfe	Russell	183	4,312 41	27 55	698 29	11 16
Middleville	Lanark	116	1,538 04	11 25	774 60	3 89
Midland	Simcoe	590	9,703 75	70 81	3,959 65	25 59
Mildmay	Bruce	322	6,389 20	42 48	1,852 47	16 59
§Milford	Prince Edward	2	13 49	22	200 00	15

* *Opened* 1*st October*, 1886. †*Opened* 2*nd July*, 1886. ‡ *Closed* 30*th June*, 1887. § *Closed* 31*st July*, 1886.

Report No. 6—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Millbank	Perth	447	9,385 06	59 51	1,638 58	23 77
Millbrook	Durham	556	6,997 40	52 63	5,653 36	21 36
Mille Roches	Cornwall	196	1,936 65	16 48	341 38	4 97
Milton West	Halton	1,182	15,025 99	114 65	9,410 21	39 83
Milverton	Perth	178	5,219 63	36 71	1,036 49	13 25
Minden	Victoria	329	8,718 64	53 42	4,010 63	23 45
Mitchell	Perth	1,093	17,781 56	130 92	8,312 30	48 42
Mohawk	Brant	59	975 70	7 30	264 83	2 45
Mono Mills	Cardwell	63	1,623 02	11 12	540 34	4 11
Moore	Lambton	100	1,694 11	13 51	509 87	4 98
Morpeth	Elgin	297	4,908 54	33 36	781 19	12 60
Morrisburg	Dundas	1,193	16,352 18	131 27	9,008 94	43 32
Morriston	Wellington	221	3,634 61	24 56	1,518 07	9 49
Mount Albert	York	448	7,996 56	53 58	1,605 58	20 27
Mount Brydges	Middlesex	415	10,021 95	64 14	1,038 98	25 29
Mount Elgin	Norfolk	134	1,715 97	13 25	490 28	4 76
Mount Forest	Wellington	1,812	27,343 19	193 24	13,593 76	74 50
Nanticoke	Haldimand	114	2,979 90	20 20	113 60	7 48
Napanee	Lennox	1,320	17,025 39	142 15	15,041 16	53 90
Napier	Middlesex	178	2,987 39	21 43	486 05	7 65
Nassagaweya	Halton	468	7,236 41	47 94	1,062 98	18 27
Neustadt	Grey	176	3,633 64	33 83	843 57	9 62
Newboro'	Leeds	232	4,828 03	37 82	2,232 59	12 94
Newburgh	Addington	291	4,585 78	33 54	2,049 29	12 09
Newbury	Middlesex	389	5,066 32	36 88	1,936 35	12 95
Newcastle	Durham	746	8,938 01	66 07	3,415 97	22 73
New Dundee	Waterloo	16	574 92	3 26	1,374 35	1 45
New Edinburgh	Russell	124	2,368 38	20 18	639 10	6 75
New Germany	Waterloo	176	4,852 90	30 92	540 81	12 23
New Hamburg	do	325	6,368 07	51 27	3,852 09	17 83
New Market	Ontario	965	12,424 08	93 48	8,856 19	34 77
Niagara	Lincoln & Niagara	844	12,085 14	98 69	7,141 96	33 91
Niagara Falls	Welland	851	12,289 96	104 54	8,427 58	36 02
Niagara Falls South	do	794	17,430 73	120 14	5,088 69	45 74
Nobleton	York	188	6,043 93	34 91	1,003 58	15 44
Norland	Victoria	31	974 59	5 79	447 33	2 44
North Augusta	Grenville	134	3,999 17	23 82	1,668 06	12 99
*North Bay	Nipissing	246	5,265 59	38 40	638 68	13 17
North Gower	Carleton	235	6,506 98	40 70	985 87	17 04
North Port	Prince Edward	66	1,782 57	11 60	1,128 50	4 55
Norval	Halton	210	3,078 02	23 45	1,185 58	7 94
Norwich	Oxford	1,473	17,460 24	135 33	5,526 10	45 21
Norwood	Peterboro'	332	7,922 06	52 60	3,427 33	20 84
Oakland	Oxford	83	1,560 51	10 46	340 95	3 89
Oakville	Halton	975	16,845 76	126 31	7,635 61	46 74
†Oakwood	Victoria	156	2,405 31	15 50	411 10	6 12
Odessa	Lennox	242	3,452 64	27 50	411 04	9 02
Oil Springs	Lambton	431	8,619 82	56 15	2,461 99	22 13
Omemee	Victoria	541	9,972 32	66 14	2,085 57	26 33
Orangeville	Wellington	1,201	17,624 93	128 30	13,760 56	46 82
Orillia	Simcoe	1,459	22,598 18	179 90	20,860 57	69 26
Orono	Durham	623	12,150 99	80 07	1,899 03	31 01
Orwell	Elgin	81	949 61	6 16	111 40	2 43
Osceola	Renfrew	59	1,928 00	11 66	277 10	5 13
Oshawa	Ontario	1,358	15,806 29	137 66	33,341 24	46 05
Ottawa	Carleton	9,543	174,418 03	1,524 94	149,953 59	.....
Otterville	Oxford	406	6,927 22	46 83	2,111 93	17 96
Owen Sound	Grey	2,800	37,645 88	293 87	33,983 21	108 11

* *Opened 3rd January*, 1887. † *Opened 2nd July*, 1886.

Report No. 6—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Paisley	Bruce	404	8,095 61	57 03	7,218 50	21 66
Pakenham	Lanark	219	6,599 69	42 44	1,822 23	17 36
Palermo	Halton	174	2,636 29	17 32	420 64	6 63
Palmerston	Wellington	862	12,543 21	93 44	3,990 84	33 62
Paris	Brant	1,230	14,987 81	127 31	17,500 20	43 74
Parkdale	York	875	11,941 73	112 53	7,229 24	34 45
Park Hill	Middlesex	666	8,863 46	66 41	5,280 50	24 42
Parry Sound	Muskoka and Parry Sound	1,481	32,596 88	212 25	6,897 76	85 67
Patterson	York	14	268 03	2 05	5,150 29	71
*Pelee Island	Essex	74	1,399 81	10 44	1,084 58	3 50
Pembroke	Renfrew	1,210	19,934 63	157 12	11,563 20	55 40
Penetanguishene	Simcoe	602	10,793 31	81 08	4,340 54	29 26
Perth	Lanark	1,133	14,984 15	127 72	9,341 81	42 20
Peterboro'	Peterboro'	3,182	42,367 12	351 38	35,741 87	122 84
Petersville	Middlesex	22	281 53	2 60	14 61	73
Petrolea	Lambton	2,217	23,945 10	190 01	9,474 05	64 75
Phelpston	Simcoe	30	442 50	3 36	956 26	1 18
Pickering	Ontario	212	2,893 25	20 31	1,985 81	8 09
Picton	Prince Edward	1,680	17,017 90	148 21	15,717 34	49 31
Plantagenet	Prescott	195	7,350 25	48 06	2,607 03	21 35
Plattsville	Brant	166	4,183 38	37 24	1,592 53	10 65
Point Edward	Lambton	383	6,658 16	60 11	1,262 28	17 92
Port Arthur	Algoma	3,228	66,908 00	543 43	12,552 17	173 09
Port Burwell	Elgin	341	10,161 30	65 18	2,588 88	28 12
Port Carling	Simcoe	80	1,060 95	7 79	2,883 71	3 98
Port Colborne	Welland	579	6,810 56	57 69	6,238 89	21 62
Port Dalhousie	Lincoln	389	5,453 45	43 93	1,439 63	14 34
Port Dover	Norfolk	813	10,848 45	84 69	3,411 17	28 70
Port Elgin	Bruce	1,022	11,076 98	85 60	5,146 15	29 45
Port Hope	Durham	2,268	28,859 01	239 07	24,633 41	80 24
Port Perry	Ontario	916	11,484 08	89 25	9,352 70	31 71
Port Robinson	Welland	97	1,891 16	13 34	776 70	4 98
Port Rowan	Norfolk	402	8,730 97	61 77	3,461 74	22 77
Port Ryerse	do	55	454 15	3 94	254 63	1 19
Port Stanley	Elgin	142	2,308 54	19 32	1,253 45	7 21
Port Sydney	Muskoka and Parry Sound	281	4,504 04	30 58	1,969 04	14 82
Prescott	Grenville	1,584	21,069 56	174 69	13,045 06	59 37
Preston	Waterloo	509	5,968 93	60 09	6,200 58	16 32
Priceville	Grey	185	3,412 53	22 56	3,643 42	10 09
Princeton	Brant	295	3,946 45	29 29	1,847 11	10 80
Puslinch	Wellington	157	2,208 86	14 71	389 94	5 80
†Queen Street East (Toronto)	York	1,347	16,620 20	183 61	1,633 76	44 79
Ratho	Oxford	83	2,257 67	13 68	710 99	5 95
‡Rat Portage	Algoma	586	16,289 37	119 68	2,140 35	40 72
Red Rock	do	175	3,237 48	26 17	365 24	8 12
Renfrew	Renfrew	821	14,779 19	119 86	5,256 28	38 52
Riceville	Prescott	174	5,778 20	36 13	1,661 04	17 29
Richmond West	Carleton	291	7,197 11	45 11	831 26	18 84
Richmond Hill	York	294	5,813 52	45 04	5,276 69	15 29
Ridgetown	Elgin	1,210	13,018 77	106 88	8,499 01	34 78
Ridgeway	Welland	405	7,319 76	48 09	1,451 31	19 28
Riversdale	Bruce	77	2,364 57	14 47	726 04	6 36
‡Riverside	York	113	1,009 71	11 87	12 80	2 53
Rockingham	Renfrew	148	5,968 70	34 70	462 09	15 63
Rockton	Wentworth	97	2,587 91	15 80	335 51	6 59
Rockwood	Wellington	270	3,842 12	28 79	1,613 21	10 33

**Opened 3rd January, 1887.* *† Late Toronto East.* *‡ Opened 1st October, 1886.*

Report No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
*Rodgerville	Perth	.....	.....	.....	60 00	.....
Rodney	Elgin	455	5,121 90	41 07	1,449 72	13 12
Rosemont	Simcoe	71	2,917 77	16 26	1,018 72	7 32
Rosseau	Muskoka and Parry Sound	163	2,550 35	19 12	1,197 35	7 28
†Rothsay	Wellington	15	251 20	1 53	102 75	63
Russell	Russell	88	3,914 46	23 12	1,373 51	11 26
St. Catharine's	Lincoln	3,235	45,403 51	381 93	45,577 61	131 91
St. George, Brant.	Brant	254	3,857 16	31 07	2,838 19	10 01
St. Jacob's	Waterloo	136	2,712 54	20 59	704 29	7 53
St. Mary's Blanchard	Perth	1,368	20,515 81	155 50	11,613 72	54 95
St. Thomas West	Elgin	3,084	39,041 47	351 78	88,506 15	111 88
St. William's	Norfolk	111	1,619 44	12 96	582 65	4 51
Sandwich	Essex	236	2,964 23	28 53	3,568 62	9 36
Sarnia	Lambton	2,060	25,417 00	216 28	30,100 55	75 80
Saugeen	Bruce	478	10,348 38	69 67	3,691 35	27 75
Sault Ste. Marie	Algoma	1,237	31,952 01	193 21	10,920 20	81 90
Scarboro'	York	63	1,517 91	10 26	475 80	4 02
Schomberg	do	119	2,000 48	13 61	1,787 03	5 31
Scotland	Oxford	243	5,858 58	36 37	1,330 70	15 45
Seaforth	Huron	1,478	25,980 45	199 48	13,481 44	69 71
Selkirk	Haldimand	271	8,754 67	57 14	2,070 56	21 96
Severn Bridge	Ontario	134	1,796 26	14 63	762 29	4 86
Shakespeare	Oxford	196	2,639 67	20 12	1,279 25	7 15
Shannonville	Hastings	195	3,538 76	23 27	945 52	9 14
Sharon	York	51	865 24	5 70	475 57	2 58
Shelburne	Grey	724	12,925 99	89 50	4,785 23	32 94
Simcoe	Norfolk	1,361	16,970 25	137 40	12,920 54	47 64
Singhampton	Simcoe	117	4,027 23	25 37	1,555 61	11 00
Smith's Falls	Leeds & Grenville.	752	13,397 53	107 42	15,811 31	35 74
Smithville	Wentworth	1,451	28,127 71	184 76	4,867 61	72 02
Sombra	Bothwell	238	3,531 90	25 97	1,643 68	9 85
‡Spadina Aven. (Toronto)	York	454	4,985 96	53 70	175 01	12 51
Sparta	Elgin	130	2,785 78	19 06	1,563 47	7 45
Spencerville	Grenville	358	8,173 59	52 32	429 88	20 74
Springfield	Middlesex	535	8,982 92	64 32	909 99	22 84
Springford	Oxford	88	1,191 66	9 10	601 49	3 13
Stayner	Simcoe	1,088	16,658 34	114 06	8,574 79	44 90
Stella	Lennox	98	2,107 15	14 61	607 73	5 81
Stevensville	Welland	351	4,569 39	32 62	717 41	12 15
Stirling	Hastings	510	7,483 22	53 75	3,391 19	20 65
Stirton	Wellington	208	2,460 66	15 30	276 43	6 16
Stony Creek	Wentworth	34	720 73	5 13	478 90	1 80
Stouffville	Ontario	371	9,413 51	71 47	5,216 41	25 09
Strabane	Wentworth	20	518 48	3 32	741 46	2 13
§Str ffordville	Elgin	306	8,896 68	53 61	280 65	22 27
Stratford	Perth	2,348	29,300 00	253 51	26,516 29	84 09
Strathroy	Middlesex	1,719	19,702 16	154 36	10,971 99	54 17
Streetsville	Peel	435	7,712 56	50 40	4,107 42	19 82
Sturgeon Falls	Nipissing	40	981 30	8 45	445 98	2 46
Sudbury	Algoma	561	23,524 01	156 94	1,180 99	59 00
Sunderland	Ontario	83	1,820 18	12 70	1,412 99	4 92
Sutton West	York	636	15,191 81	97 11	2,756 87	39 09
Sydenham	Addington	255	7,210 48	45 16	1,006 13	18 60
Tamworth	Addington	212	4,986 64	33 23	837 85	13 50
Tavistock	Oxford	216	2,872 55	26 91	1,342 99	7 39
Teeswater	Bruce	602	13,335 14	87 74	6,009 67	35 06
Teeterville	Norfolk	110	1,627 38	11 67	554 32	5 24
Thamesford	Oxford	302	5,375 74	35 52	1,118 92	13 82

*Closed 25th Oct., 1886. †Opened 3rd Jan., 1887. ‡Opened 3rd Jan., 1887. §Closed 7th June, 1887.

Report No. 6.—Province of Ontario, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Thamesville	Bothwell	469	8,773 37	59 96	3,407 85	23 53
Thedford	Lambton	476	8,128 56	57 06	1,840 87	20 69
Thomasburg	Hastings	133	3,289 80	20 09	220 00	8 23
*Thorndale	Middlesex	46	1,107 01	6 81	69 19	2 77
Thornhill	York	120	2,625 61	19 42	1,224 50	7 54
Thorold	Welland	1,011	15,328 94	130 16	8,626 14	43 01
Tilbury Centre	Essex	328	7,304 92	51 81	1,887 05	18 54
Tilsonburg	Norfolk	1,188	13,835 80	112 94	13,968 74	39 00
Tiverton	Bruce	211	4,766 73	35 62	4,071 51	14 19
Toronto	York	22,398	346,486 02	3,455 59	1,431,188 81	.....
Tottenham	Simcoe	286	4,754 68	32 23	1,969 57	12 44
Trenton	Hastings	877	12,662 82	100 66	9,343 54	35 62
Tullamore	Peel	58	1,238 43	8 11	875 86	3 43
Tweed	Hastings	412	8,313 20	58 31	1,988 63	21 38
Underwood	Bruce	364	7,753 71	52 05	1,729 54	20 55
Union	Elgin	55	765 74	6 73	560 14	2 37
Unionville	York	155	2,912 31	20 11	1,297 73	7 44
Uxbridge	Ontario	858	13,887 44	102 57	8,338 96	36 69
Vankleek Hill	Prescott	304	9,092 96	75 50	5,480 83	30 21
Varna	Huron	140	2,820 12	18 05	638 68	7 07
Victoria Harbor	Simcoe	126	1,613 95	11 13	354 86	4 14
Vienna	Elgin	534	11,137 61	70 53	2,074 18	28 40
Vittoria	Norfolk	543	6,939 40	48 88	945 58	17 70
Wales	Stormont	36	711 05	5 63	1,249 05	2 92
Walkerton	Bruce	1,532	20,921 04	153 62	14,831 38	56 29
Walkerville	Essex	229	3,754 70	30 33	1 193 41	9 89
Wallaceburg	Bothwell	1,288	22,273 23	159 45	6,287 94	57 82
Wallacetown	Elgin	284	5,778 94	37 81	974 10	14 56
Wardsville	Middlesex	364	4,445 57	32 83	1,777 61	12 02
Warkworth	Northumberland	911	19,486 72	121 45	2,395 97	49 55
Warsaw	Peterboro'	102	4,450 53	25 78	171 13	11 13
Warwick	Lambton	180	3,550 90	24 26	1,739 49	9 00
Waterdown	Wentworth	239	3,341 82	25 18	2,792 60	9 07
Waterford	Norfolk	831	9,503 03	73 83	3,931 92	25 52
Waterloo West	Waterloo	587	7,367 92	69 50	29,604 07	22 56
Watford	Lambton	726	12,684 39	85 96	6,248 33	32 39
Waubaushene	Simcoe	343	4,722 16	35 37	937 08	12 30
Welland	Welland	877	12,480 27	98 78	9,531 33	34 98
Welland Port	Monck	185	6,590 17	40 89	739 65	16 75
Wellesley	Waterloo	293	5,442 87	43 87	1,447 17	13 79
Wellington	Prince Edward	590	9,876 12	69 13	864 59	25 53
Wendigo	Middlesex	183	4,706 63	30 98	608 45	11 88
†West Lorne	Elgin	38	514 02	4 43	137 07	1 32
Weston	York	470	8,298 67	59 44	3,169 41	21 43
Westport	Leeds	199	5,404 62	38 66	1,136 32	14 31
West Toronto Junction	York	193	1,901 92	21 55	437 98	4 86
West Winchester	Dundas	146	3,998 28	26 79	2,048 58	11 04
Whitby	Ontario	1,242	14,090 50	118 51	13,148 13	38 68
Whitevale	do	27	926 53	5 46	522 57	2 49
Wiarton	Bruce	1,320	21,783 13	145 22	6,909 87	57 43
Wilkesport	Bothwell	203	3,725 73	22 23	898 49	9 43
Williamstown	Glengarry	46	814 65	5 74	1,036 37	2 71
Windsor	Essex	2,654	30,005 63	246 61	37,596 49	.....
Wingham	Huron	986	15,725 14	115 76	29,836 83	42 37
Woodbridge	York	358	7,677 88	52 36	2,295 54	20 67
Woodham	Perth	56	1,465 95	11 27	506 77	3 65
Woodslee	Essex	401	12,282 17	74 01	1,260 78	31 76

* *Opened 3rd January*, 1887. † *Opened 3rd January*, 1887.

REPORT No. 6.—Province of Ontario, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Woodstock	Oxford	3,257	40,072 64	332 05	48,069 25	112 04
Woodville	Victoria	822	32,906 76	188 68	2,309 55	83 23
Wroxeter	Huron	512	10,331 74	72 05	2,576 64	27 03
Wyoming	Lambton	768	11,206 74	79 42	3,393 45	28 88
York	Haldimand	144	3,317 56	22 95	1,655 37	8 76
Yorkville	York	1,367	20,787 78	209 90	3,570 92	54 61
Zurich	Huron	326	10,198 79	67 23	1,873 53	25 85
Total		313,464	5,148,382 63	40,183 16	4,806,519 88	11,541 95

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Acton Vale	Bagot	52	1,294 02	10 16	2,483 65	7 67
Agnes	Beauce	96	1,160 21	11 24	2,607 44	5 10
Arthabaskaville	Arthabaska	285	6,154 44	43 82	4,196 91	21 93
Aylmer East	Ottawa	270	7,174 92	48 66	2,605 91	19 33
*Bagotville	Chicoutimi	42	1,810 33	10 45	33 75	4 52
Beauharnois	Beauharnois	433	8,767 33	57 31	3,196 31	22 75
Bécancour	Nicolet	13	607 09	4 50	538 65	2 35
Bedford	Missisquoi	334	3,709 10	34 15	6,072 87	13 15
Beebe Plain	Stanstead	18	242 86	1 53	2,913 75	72
Berthier (*en haut*)	Berthier	333	9,038 80	62 53	4,208 69	25 93
Black Cape	Bonaventure	194	4,265 03	26 77	1,211 60	10 99
Bolton Centre	Brome	129	2,141 76	20 41	687 15	5 53
Bryson	Pontiac	165	3,479 80	29 32	1,034 90	9 49
Buckingham	Ottawa	570	12,812 23	95 89	3,284 13	35 29
Cacouna	Témiscouata	20	483 89	3 73	2,005 89	1 60
Capelton	Sherbrooke	147	1,274 74	15 53	2,284 83	8 70
Cap Santé	Portneuf	24	1,423 00	9 50	273 89	3 60
Chambly Canton	Chambly	137	2,782 21	19 95	2,157 75	8 08
Chapeau	Pontiac	55	1,851 14	10 94	114 61	4 79
Chelsea	Ottawa	267	3,663 76	27 97	835 71	10 02
Chicoutimi	Chicoutimi	185	8,210 78	50 14	5,570 65	25 73
Clarenceville	Missisquoi	40	1,794 84	11 12	965 04	5 42
Coaticook	Stanstead	1,058	10,689 49	102 80	8,172 35	31 88
Compton	Compton	240	3,442 26	32 27	2,404 22	10 11
Cookshire	do	268	4,356 08	34 91	2,584 19	12 97
Coteau Landing	Soulanges	183	7,177 69	41 84	1,068 03	19 21
Cowansville	Missisquoi	647	6,890 45	60 97	2,628 47	19 91
Danville	Richmond	342	6,699 48	56 91	4,653 64	24 37
Deschambault	Portneuf	14	457 34	3 64	597 08	1 69
Drummondville East	Drummond	117	4,143 25	27 80	2,318 34	12 47
Dunham	Missisquoi	310	5,875 41	43 57	1,354 68	17 00
East Farnham	Brome	105	738 37	7 24	535 99	1 99
Etchemin	Lévis	95	1,615 88	12 82	920 46	5 44
Farnham	Missisquoi	670	11,684 10	91 79	2,602 86	33 89
Franklin Centre	Huntingdon	34	1,370 06	9 54	931 28	4 26
Frelighsburg	Missisquoi	170	2,770 27	23 69	1,483 30	7 93
Gaspé Basin	Gaspé	503	10,346 36	72 01	4,143 10	28 24
Granby	Shefford	560	7,192 60	53 40	2,877 82	21 11
Grenville	Argenteuil	276	16,148 11	89 11	1,437 34	41 31
Hatley	Stanstead	100	1,655 79	14 45	550 42	5 27
Hemmingford	Huntingdon	70	1,830 93	12 67	1,212 23	6 37
Henryville	Iberville	95	3,692 99	27 03	2,225 79	11 89
Hochelaga	Hochelaga	351	5,492 19	58 31	1,459 12	15 00
Hull	Ottawa	682	22,526 33	143 95	3,729 92	58 83
Huntingdon	Huntingdon	363	8,132 07	62 34	5,130 82	23 39
Inverness	Megantic	174	3,323 03	23 81	3,815 57	10 92

*Opened 3rd January, 1887.

Report No 6 —Province of Quebec, &c.—*Continued.*

Name of Offic .	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Joliette	Joliette	660	18,638 26	116 60	6,545 99	52 35
Kamouraska	Kamouraska	53	1,740 99	15 97	3,821 85	7 71
Kingsbury	Richmond	166	2,209 08	23 12	234 95	5 73
*Kingsey Falls	Drummond	57	834 78	8 05	.....	2 09
Kinnear's Mills	Megantic	30	501 84	3 89	821 39	2 93
Knowlton	Brome	597	10,847 39	79 51	2,177 25	28 98
Lachine	Jacques Cartier	454	7,728 94	75 99	2,277 26	21 36
Lachute	Argenteuil	384	11,326 39	100 86	5,734 06	32 94
Lacolle	St. John's	163	4,529 34	33 70	1,725 07	12 26
Lambton	Beauce	50	1,013 96	8 95	157 95	2 59
Laprairie	Laprairie	149	3,557 58	28 10	1,429 22	9 53
L'Assomption	L'Assomption	.....	.....	.....	1,189 15	1 43
†Laurentides	L'Assomption	45	1,088 05	8 08	448 76	3 09
Lauzon	Lévis	150	2,276 85	21 94	4,056 38	14 93
Lawrenceville	Shefford	100	2,511 30	19 68	1,055 36	8 00
Leeds	Mégantic	67	1,715 69	12 08	1,308 32	6 31
Lennoxville	Sherbrooke	491	7,623 64	63 54	4,861 72	22 67
L'Epiphanie	L'Assomption	12	715 50	5 00	395 95	2 19
Les Eboulemens	Charlevoix	224	3,961 81	22 44	800 97	10 41
Lévis	Lévis	202	5,000 96	39 31	8,895 90	23 21
Little Metis	Rimouski	52	1,656 19	11 74	1,500 78	4 18
Longueuil	Chambly	25	318 87	2 81	1,074 83	2 04
Lotbinière	Lotbinière	189	3,464 65	24 88	1,750 09	11 75
Louiseville	Maskinongé	126	3,803 83	27 11	2,461 67	11 72
Magog	Stanstead	278	5,256 75	51 08	1,363 05	14 78
Maniwaki	Ottawa	61	2,451 98	17 20	303 60	6 36
Mansonville	Brome	225	4,135 63	28 49	810 92	10 54
Massawippi	Stanstead	48	443 91	4 73	350 61	1 67
Melbourne	Richmond	271	3,166 60	29 80	1,547 79	8 22
Montmagny	Montmagny	127	3,232 24	24 27	4,583 76	16 00
Montreal	Hochelaga	22,910	390,193 68	3,847 71	918,923 22	.....
Murray Bay	Charlevoix	611	15,392 69	89 22	5,033 84	39 19
Napierville	Napierville	105	1,978 51	17 51	815 75	5 84
Nicolet	Nicolet	103	2,258 32	16 70	3,405 46	9 10
N.-Dame de Stanbridge	Missisquoi	242	6,262 59	38 27	550 68	16 71
Ormstown	Chateauguay	78	3,480 67	23 84	2,549 89	10 26
Paspebiac	Bonaventure	457	15,221 98	95 83	4,009 03	40 71
Percé	Gaspé	686	15,646 52	101 90	5,350 55	46 06
Pierreville	Yamaska	37	1,000 98	7 13	1,474 89	4 54
Point St. Charles	Jacques Cartier	1,424	20,174 38	221 43	3,420 07	53 49
Portage du Fort	Pontiac	109	3,539 10	22 64	1,754 18	9 35
Quebec	Quebec	5,289	100,152 04	862 02	171,116 31	.....
Quyon	Pontiac	210	5,405 08	37 20	618 64	14 13
Richmond East	Richmond	593	7,488 22	64 18	3,303 70	21 19
Rigaud	Vaudreuil	78	1,639 20	13 86	1,190 96	4 91
Rimouski	Rimouski	256	7,280 81	56 09	8,068 81	23 96
River David	Yamaska	.....	.....	.....	636 77	1 06
Rivière du Loup (*en bas*)	Témiscouata	235	6,243 06	45 42	8,239 49	22 77
Robinson	Compton	172	3,642 47	26 03	1,461 08	10 65
Rock Island	Stanstead	185	2,106 30	14 91	1,519 44	5 28
Roxton Falls	Shefford	72	1,419 05	10 92	1,382 87	6 13
St. Andrews East	Argenteuil	82	3,329 70	23 34	3,720 94	11 26

*Opened 3rd January, 1887. †Opened 2nd July, 1886.

Report No. 9.—Province of Quebec, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
St. Athanase	Iberville	239	3,206 05	23 96	2,397 16	10 98
St. Barthélémi	Berthier	361	8,416 91	50 93	100 16	21 16
St. Casimir	Portneuf	73	2,639 66	18 57	1,541 51	9 44
St. Césaire	Rouville	215	3,348 28	27 32	4,121 25	15 64
St. Chrysostôme	Chateauguay	191	6,258 22	44 51	2,083 45	17 67
Ste. Croix	Lotbinière	56	2,168 80	16 07	2,749 81	11 86
St. Eustache	Two Mountains	140	4,375 00	30 50	955 91	11 51
St Félix de Valois	Joliette	16	649 96	4 37	425 08	2 19
St. François. Beauce	Beauce	46	1,217 20	9 05	1,284 01	4 19
Ste. Geneviève de Batiscan	Champlain	8	259 00	1 50	866 95	1 74
St. Grégoire	Nicolet	24	965 82	6 77	334 86	2 62
St. Hyacinthe	St. Hyacinthe	781	11,845 64	109 80	15,703 95	45 36
St. Jean des Chaillons	Lotbinière	34	1,233 25	7 24	1,106 26	3 26
St. Jérôme	Terrebonne	180	4,363 92	30 12	4,776 91	15 94
St. John's East	St. John's	965	14,322 96	110 15	9,902 97	41 85
Ste. Marie de Monnoir	Rouville	13	331 18	3 00	2,298 77	4 65
Ste. Martine	Chateauguay	25	953 12	6 95	776 54	2 65
St Paul's Bay	Charlevoix	355	12,910 56	73 22	4,486 49	36 26
St. Pie	Bagot	18	291 98	3 09	850 83	1 79
St. Polycarpe	Soulanges	26	1,477 67	8 70	165 32	3 69
St. Raymond	Portneuf	150	2,932 06	20 08	712 94	7 98
St. Rémi	Napierville	194	3,823 48	31 51	1,982 71	12 51
St. Roch de Quebec	Quebec	660	12,120 29	98 35	9,662 37	35 10
St. Sauveur de Quebec	do	210	4,707 69	28 93	2,716 70	13 70
Ste. Scholastique	Two Mountains	99	3,975 08	26 79	1,774 97	11 63
St. Sylvester East	Lotbinière	31	1,249 87	10 25	324 71	3 61
St. Sylvester West	do	102	1,877 98	12 66	521 25	5 04
Ste. Thérèse de Blainville	Terrebonne	215	4,548 41	31 85	1,321 12	11 89
Scotstown	Compton	149	2,283 38	19 60	1,959 62	7 12
Shawville	Pontiac	131	3,901 75	26 67	392 08	9 81
Sherbrooke	Sherbrooke	1,657	19,484 20	182 46	21,207 88	67 45
Somerset	Megantic	27	887 62	6 49	1,841 30	5 05
Sorel	Richelieu	565	9,885 68	76 85	8,581 85	32 62
South Durham	Drummond	65	2,461 16	14 88	889 42	7 46
Stanfold	Arthabaska	14	361 06	3 15	1,162 14	2 51
Stanstead	Stanstead	300	2,300 18	21 32	3,571 17	6 93
Sutton	Brome	155	2,917 24	22 63	1,176 12	8 76
Sweetsburg	Missisquoi	279	3,243 85	26 60	1,187 06	9 01
Terrebonne	Terrebonne	57	1,682 69	11 20	2,073 92	4 59
Three Rivers	St. Maurice	615	10,189 94	77 42	8,548 99	34 76
Thurso	Ottawa	107	2,583 09	19 63	2,374 36	7 64
Ulverton	Drummond	22	480 63	3 91	211 69	1 33
Valleyfield	Beauharnois	446	10,067 68	75 47	3,890 22	26 59
Victoriaville	Arthabaska	40	455 59	4 41	859 90	1 76
Waterloo East	Shefford	912	11,365 04	98 39	7,982 40	35 36
Windsor Mills	Richmond	50	829 10	7 24	635 12	2 33
Wright	Ottawa	36	1,286 91	7 81	660 76	3 20
Yamachiche	St. Maurice	85	2,636 93	16 70	586 30	7 16
Total		61,765	1,167,774 90	9,826 63	1,466,129 53	2,040 05

J. C. Stewart,
Superintendent Money Order Branch.

A. W. McLelan,
Postmaster-General.

PROVINCE OF NOVA SCOTIA.

Report No. 6.—Showing the Money Order Offices in operation in Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Acadia Mines	Colchester	926	13,787 30	106 34	6,345 39	41 06
Amherst	Cumberland	2,463	31,393 59	251 23	52,978 27	90 09
Annapolis	Annapolis	1,581	21,293 81	164 59	11,369 52	59 62
Antigonishe	Antigonishe	1,461	19,180 83	146 08	43,193 23	81 75
Arichat	Richmond	1,363	34,250 21	215 19	27,838 51	130 08
Athol	Cumberland	161	2,674 43	15 95	412 93	6 78
Aylesford	King's	615	10,208 76	70 51	4,032 77	29 33
Baddeck	Victoria	861	19,559 45	126 52	10,896 14	61 40
Barrington	Shelburne	641	10,946 23	76 31	11,561 50	43 74
Bass River	Colchester	82	841 75	7 27	1,844 72	3 25
Bayfield	Antigonishe	99	1,877 78	12 49	469 24	5 30
Bear River (West Side)	Digby	696	11,397 40	78 79	6,256 64	34 54
Berwick	King's	863	17,284 87	126 38	7,861 01	49 03
Boylston	Guysboro'	153	4,046 99	26 27	1,284 94	12 34
Bridgeport	Cape Breton	364	7,954 54	49 77	272 31	19 90
Bridgetown	Annapolis	1,161	18,957 13	135 31	16,422 20	56 55
Bridgewater	Lunenburg	1,596	26,540 22	194 72	10,948 16	73 83
Caledonia Corner	Queen's	880	25,164 16	149 23	2,864 17	65 55
Canning	King's	657	8,413 58	63 39	4,227 58	25 58
Canso	Guysboro'	1,222	23,495 80	176 11	2,820 20	61 07
Chester	Lunenburg	246	5,375 24	35 98	3,133 19	16 18
Cheticamp Chapel	Inverness	88	3,067 20	17 44	1,531 01	8 58
Cheverie	Hants	77	984 23	7 04	503 53	3 17
Christmas Island	Cape Breton	74	1,717 84	11 79	455 42	4 88
Clarke's Harbor	Shelburne	140	4,608 79	29 41	1,469 34	13 34
*Clementsport	Annapolis	213	1,988 42	15 54	1,490 33	6 22
Clyde River	Shelburne	161	3,659 53	22 41	1,870 79	11 99
Cow Bay	Cape Breton	1,140	27,829 52	169 91	3,087 64	72 12
Cross Roads (C.H)	Guysboro'	27	709 95	4 54	122 00	1 84
Dartmouth	Halifax	557	7,726 01	66 98	7,095 75	25 82
Digby	Digby	1,455	21,439 06	156 08	13,126 64	64 26
Economy	Colchester	370	10,344 89	64 25	1,629 64	28 15
English Town	Victoria	48	669 98	4 83	2,928 78	5 50
Five Islands	Colchester	256	6,840 79	42 99	3,227 67	22 97
Folly Village	do	103	1,074 06	10 32	689 45	3 35
†Freeport	Digby	28	1,140 70	7 47	180 75	2 91
Gabarouse	Cape Breton	184	4,780 02	28 56	456 00	12 14
Grand Pré	King's	145	3,268 62	21 49	1,316 91	8 49
Granville Ferry	Annapolis	670	9,363 50	67 04	2,982 54	25 32
Great Village	Colchester	318	7,312 43	56 31	4,290 66	21 67
Guysboro'	Guysboro'	777	11,996 67	88 78	6,965 28	34 78
Halifax	Halifax	9,704	155,284 78	1,421 52	515,830 41	.....
Hantsport	Hants	714	8,607 80	69 45	4,743 35	27 41
Harbour au Bouche	Antigonishe	479	10,381 93	63 77	3,745 40	33 72
Hebron	Yarmouth	308	6,213 45	44 97	4,094 68	19 86
Hopewell	Pictou	310	4,572 15	34 34	6,078 01	16 92
Hubbard's Cove	Halifax	150	1,157 88	9 13	814 37	3 09
Isaac's Harbor	Guysboro'	209	4,602 64	28 32	2,487 44	12 24

* *Opened 2nd July*, 1886. † *Opened 3rd January*, 1887.

Report No. 6.—Province of Nova Scotia, &c.—*Continued.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Kennetcook	Hants	179	2,481 23	20 43	643 27	7 55
Kentville	Kings	1,138	17,300 56	141 25	17,088 94	50 57
Kingsport	do	89	1,086 70	7 71	396 82	3 33
Kingston Station	do	521	8,794 71	64 19	4,161 76	25 99
Lawrencetown	Annapolis	590	9,649 82	69 63	5,540 62	28 04
Lingan	Cape Breton	70	2,631 54	14 80	465 56	7 46
Little Bras d'Or	do	112	2,304 42	14 97	1,208 49	8 02
Little Glace Bay	do	744	21,818 65	130 47	1,090 37	55 23
Liverpool	Queen's	1,910	27,966 36	208 03	19,966 42	90 84
Lockeport	Shelburne	1,626	20,515 63	150 65	4,498 20	54 81
Louisburg	Cape Breton	349	8,375 05	50 62	1,951 77	22 22
Lower Argyle	Yarmouth	61	1,078 38	8 80	2,226 53	6 93
Lower L'Ardoise	Richmond	91	2,724 49	16 17	3,736 78	7 94
Lower Stewiacke	Colchester	299	5,251 45	34 11	3,954 22	15 76
Lunenburg	Lunenburg	1,127	17,598 36	137 99	6,452 52	48 17
Mabou	Inverness	562	14,460 80	88 09	8,081 11	43 81
Maccan	Cumberland	294	5,095 18	38 56	1,678 82	13 54
Mahone Bay	Lunenburg	876	17,122 27	112 86	2,122 45	44 04
Main-à-Dieu	Cape Breton	78	2,019 83	13 70	1,630 63	5 12
Maitland	Hants	482	6,861 48	50 19	12,365 44	40 38
Margaree Harbor	Inverness	196	7,739 39	45 14	5,146 85	22 50
Margaretsville	Annapolis	197	3,924 63	25 30	1,646 28	11 72
McGray	Shelburne	204	4,731 53	30 41	2,422 19	17 47
*Merigonishe	Pictou	41	771 82	5 12	96 53	1 95
Metaghan	Digby	304	9,053 46	56 61	2,255 79	24 69
Middle Musquoboit	Halifax	283	6,701 73	44 01	5,960 28	27 50
Middle Stewiacke	Colchester	44	587 69	4 32	569 63	2 11
Middleton	Annapolis	1,056	24,901 99	172 96	17,487 07	73 32
Mill Village	Queen's	220	3,312 37	24 93	1,321 59	9 46
Milton	do	529	7,437 95	53 79	3,061 03	21 72
New Glasgow	Pictou	2,172	29,179 34	241 93	29,434 32	98 68
Newport	Hants	252	4,274 28	32 33	4,336 48	16 42
Newport Landing	do	139	2,266 32	19 62	827 85	6 71
New Ross	Lunenburg	189	3,918 07	23 93	648 14	10 20
Noël	Hants	267	4,729 64	33 16	2,716 46	16 79
North Sydney	Cape Breton	1,367	23,267 70	169 66	16,674 26	68 99
Oxford	Cumberland	1,010	24,752 78	158 89	5,346 21	66 09
Parrsboro'	Cumberland	1,992	36,986 25	241 13	8,844 46	96 84
Pictou	Pictou	2,056	28,718 72	227 05	36,253 65	101 09
Port Hastings	Inverness	214	5,157 81	31 95	4,239 97	16 77
Port Hawkesbury	do	361	6,228 62	43 53	11,524 62	20 64
Port Hood	do	684	18,932 59	115 13	6,667 65	51 54
Port Maitland	Yarmouth	312	8,755 12	56 95	5,255 23	31 42
Port Medway	Queen's	418	10,544 66	63 99	4,088 71	32 13
Port Mulgrave	Guysboro'	269	5,974 77	38 72	2,980 36	19 75
Port Williams	Kings	216	3,730 20	25 36	2,659 83	9 93
Pubnico Harbor	Yarmouth	248	4,734 67	31 73	2,558 92	16 43
Pugwash	Cumberland	674	10,555 78	76 95	5,672 60	31 78
River Bourgeoise	Richmond	135	3,795 88	23 09	1,413 50	10 40
River Inhabitant's Bridge	do	53	796 94	5 13	673 89	2 83
River John	Pictou	659	16,525 91	105 34	5,480 17	47 71
River Philip	Cumberland	203	4,714 04	30 59	890 84	12 58
*Round Hill	Annapolis	58	738 64	5 05	34 30	1 85

* *Opened 3rd January*, 1887.

72	D. Pearson.....	Toronto East Branch P.O.	do	9...	10 00	C. Armstrong	Stouffville.....	Only $5 stated to have been received	This abstraction and others noted below (see references to this case, No. 72) is believed to have been committed by a dishonest assistant in the Toronto East Branch Post Office, the evidence against whom, however, was not sufficient to warrant prosecution. Loss made good by a relative of the suspected party.	5
73	Albert Alward.....	Straffordville.....	do	14...	4 00	Albert Culp.....	Houghton Centre	Stated not to have been received by person addressed.	This letter was duly received at the Tilsonburg P.O., to which office it had been despatched from Straffordville, but no further trace of it could be found. P.M. of Tilsonburg being unable to show what disposition he had made of the letter, was held responsible for its loss, and made good contents.	3
74	A. Lowrie.....	Bearbrook	do	17...	5 00	Miss Lina Lowrie.	Winnipeg	do ...	This letter was traced to the Winnipeg Post Office, at which office it is believed to have disappeared. The clerks responsible for its safe-keeping made good contents.	3
75	Pierre Beaudette...	Lewiston, Maine.	do	20...	6 00	Modeste Beaudette	Warwick, Que...	Only $1 stated to have been received	Evidence taken in this case showed that this letter had not been handled with sufficient care at the Howick Post Office, to which office it had been mis-sent. Loss consequently made good by P.M. of Howick.	5
76	F. Hollingsworth..	Carleton Place..	do	21...	20 00	John L. Cassidy & Co.	Montreal	Stated not to have been received by persons addressed.	This letter was sent in to the Ottawa Post Office, where all further trace of it was lost	4
77	C. Rochon.....	Klock's Mills.....	do	23...	24 00	Mrs. C. Rochon....	Alfred.....	do ...	The Postmaster of Klock's Mills having failed to enter this letter upon the Letter Bill of the mail for the Ottawa and North Bay Railway P. O., with which it should have been despatched from his office, made good contents.	3
78	J. Sigurdson	Grund, Man.....	do	24...	24 50	David Maxwell ...	Winnipeg	Only 50c. stated to have been received	No evidence to account for the alleged discrepancy.	7

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
79	Thomas Byrnett...	Port Severn.....	Dec. 30...	27 00	Dominion Bank....	Lindsay...	Stated not to have been received by persons addressed	This letter was received by Midland Railway Travelling Post Office from Waubashene on the 3 st Dec, 1886 The clerk in charge, having omitted to keep up registration by entering the letter on his Letter Bill for Lindsay, was held responsible and made good contents.	3
80	J. R. Booth.....	Ottawa.....	do 30...	81 13	S. J. Dempsey	Calabogie	do	These letters were contained in a bag made up at the Ottawa Post Office for Renfrew on the night of 30th Dec, 1886, which is supposed to have been stolen from the truck on which it was placed at the C.P.R. station, Ottawa, the same evening. No clue to the robbery could be obtained	9
81	Public Works Dept.	do	do 30...	38 50	J. Barry.....	High Falls.....	do		
82	Thomas Ryder.....	River Hebert, N.S	do 19...	15 00	Mrs. Thos. Ryder..	Straight Shore .	Only $5 stated to have been received.	Enquiry into these cases brought out the fact that certain youths who had had access to the letters in the Portland, N.B., Post Office, had been tampering with them. The Postmaster was held responsible and money was paid over by his sureties to make good such losses as might be proved to be due to the dishonesty of the lads referred to. The losses in question are now in course of liquidation.	5
83	L. J. Lingley.....	Portland, N.B...	do 30...	5 00	J. N. Hallock.	New York.....	Stated to have been received without contents.		
84	Archie Agnew.....	Calais, Maine....	do 31...	8 00	Miss Kate Henessey	Portland, N.B...	Only $2 stated to have been received.		

			1887.						
85	Geo. W. Grant....	Saskatoon.....	Jan.	4...	5 00	C. H. Black.....	Regina.....	Stated not to have been received by person addressed.	Stated to have been contained in registered package dispatched from Saskatoon to Qu'Appelle station, but to have failed to reach the latter office. Cause of failure undiscoverable.	2
86	Rev. J. Miller.....	Coe Hill Mines...	do	7...	2 00	J. Theobald & Co.	London, Eng....	do ...	There being no record of the dispatch of this letter, which was posted for registration, from the Coe Hill Mines Post Office, the Postmaster of that office made good contents.	3
87	J. Salsbury.....	Montreal.....	do	7...	14 70	John Hendrickson.	South Gower....	do ...	This letter was mis-delivered by the Postmaster of South Gower to a party named Carl Anderson who absconded. Contents made good by Postmaster of South Gower.	3
88	Kinney, Haley & Co	Yarmouth, N.S..	do	7...	26 00	W. D. Morrow.....	Portland, N.B...	Only $5 stated to have been received.	Believed to have been tampered with in the Portland Post Office. See cases Nos. 82, 83 and 84, class I.	5
89	M. Twoomey.....	Omemee	do	8...	111 00	R. H. Tomlinson...	Toronto	Stated not to have been received by persons addressed.	Stated to have been contained in a registered package dispatched from Omemee to Toronto which appears to have failed to reach the latter office.	2
90	A. E. Byers.....	do	do	8...	10 95	The Industrial.....	Hamilton.....			
91	Mrs. Fleming.....	do	do	8...	2 00	Palmer & Hughes.	New York			
92	Eliza Dansey.....	do	do	8..	Watch valued at 5 00	Miss M. E. McLean.	Bay Centre.....			
93	P. O. Department.	Ottawa.....	do	10...	19 00 postage stamps	The Postmaster....	Gower Point...	.....	Contained in portion of Pembroke mail for Beachburg of 10th January, 1887, accidentally destroyed whilst mail clerk between Ottawa and North Bay was exchanging mails at Government Road Crossing with mail courier for Forrester's Falls and Railroad Crossing.	10
94	A. Macdonald.	Pembroke	do	10...	9 56	S. Snowden.....	Westmeath.....			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts.					
95	Herbert Collinson.	Belleville	Jan. 20...	3 00	R. W. Ross	Guelph	Stated not to have been received by persons addressed.	Contained in a bag made up on Postal Car attached to Grand Trunk east train, leaving Montreal on the evening of 20th January, 1887, which is believed to have been lost or stolen at Union Station, Toronto. The mail transfer agent on duty having failed to duly check the number of bags received by him from Postal Car was held responsible and made good contents.	3
96	W. J. Butler	Kars	do 20...	36 00	J. B. Armstrong	do			
97	John A. Boyd	Montreal	do 20...	15 00	W. C. Boyd	do			
98	Wm. Anderson	Wooler	do 19...	2 00	John Anderson	Norham	Received without contents.	No evidence to account for the alleged discrepancy.	7
99	A. Woodbridge	Toronto	do 22...	25 00	F. Godard	Colborne			
100	Smith & Baldrick.	Norwood	do 18...	35 00	F. S. Taylor & Son	Walkerton	Stated not to have been received by persons addressed	Contained in bag dispatched from Toronto to Walkerton per Grand Trunk Railway, on 19th January, 1887, which would appear to have been stolen at the Guelph Railway Station.	9
101	Rev. G. McDonald.	Pictou, N.S.	do 22...	17 50	Geo. Gale & Sons.	Waterville			
102	J. Holt	Quebec	do 23...	5 00	Miss Holt	Lennoxville			
103	Prosper Plourde	L'Islet	do 23...	25 00	L. Plourde	Brunswick, Me.			
104	R. Stewart	Inverness	do 24...	13 00	J. Woodside	Coaticook			
105	J. Lacerte	Somerset	do 24...	7 25	Union Horse and Cattle Food Co.	Scotstown		Contained in registered package made up by Quebec and Richmond Railway Post Office for Richmond and Island Pond Railway Post Office. The mail in which this packet	4
106	M. Hupé	Arthabaskaville	do 24...	5 00	W. Girard	Manchester, N.H.			
107	Goodhue Bros.	Danville	do 24...	250 00	L. P. Cramer	Windsor Mills	Stated not to have been received by per-		
108	Aug. Plourde	St. Grégoire	do 24...	5 00	Singer Mfg. Co.	Sherbrooke			
109	P. Hébert	St. Patrick's Hill	do 24...	170 00	L. Clapin	do			

110	Triganne & Bourgeois.	Danville.....	do	24...	27 00	do	do	sons addressed	was placed was, under exceptional circumstances, sent to the Montreal Post Office where these letters were apparently misappropriated.	
111	Rev. L. A. Masson.	do	do	24..	20 00	Rev. N. Séguin	do			
112	Union Bank of Canada.	Quebec.....	do	24...	150 00 coupons	Eastern Townships Bank.	do			
113	A. O. Bilodeau.....	Kingsey Falls....	do	24...	15 00	S. Elkin.....	do			
114	Triganne & Bourgeois.	Danville	do	24...	3 00	L. Olapin.....	do			
115	do ...	do	do	24...	35 00	do	do			
116	The Postmaster....	Percé.....	do	23...	52 61	Nova Scotia Bank.	Campbelton, N.B.	Only $47.74 stated to have been received	No evidence to account for the alleged discrepancy.	7
117	Mary A. Campbell.	Woodville.....	do	27...	3 30	Jno. Dougall & Son	Montreal	Stated not to have been received by persons addressed.	Stated to have been despatched in registered package from Woodville to Railway Mail Clerk going south on Midland Railway, on the 28th Jan., 1887. The clerk in charge having failed to report the non-receipt of a letter bill from Woodville on that date, and no further trace of the letters being obtainable, he was held responsible for their loss.	3
118	Jno. F. McBryen...	do	do	28...	2 00	Wm. Shaw..	Maybole, Scot.			
119	do ...	do	do	28...	1 25	Publishing Office ..	Glasgow			
120	Samuel Glass.....	Glen Murray.....	do	28...	3 00	Street & Smith	New York	do ...	Enquiry showed that this letter had probably been lost at the Inverness (Que.) Post Office. Contents made good by the postmaster of that office.	3
121	Mrs. Collins	Toronto, East Branch P.O.	do	15...	3 25	Miss Sarah Collins	Buffalo, N.Y.....	Only $1.25 stated to have been received.		
122	Thos. Delaney.....	do ...	do	27...	4 20	Wm. Patton.....	Iroquois	Stated to have been received without contents.	See case No. 72, class I.....	5
123	W. Dallimore.....	do ...	do	31...	22 15	John Acheson	Goderich	Only $2.15 stated to have been received.		
124	Mrs. Guy	St. Armand Station.	do	31...	35 00	Mr. Reid.....	Montreal	Stated not to have been received by person addressed.	Believed to have been stolen by a Letter Carrier in the Montreal Post Office, the evidence against whom, however, was not sufficient to warrant prosecution. Contents recovered from the party suspected, who was dismissed from the service.	3

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts.					
125	D. H. Douglas.....	Warkworth.....	Feb. 2...	2 40	A. D. Hoagg	Ingersoll	Only 40c. stated to have been received.		
126	W. E. Kemp.....	Norham	do 14...	5 00	Mrs. David Askey	Trenton	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
127	R. R. Philp.....	Castleton.....	do 14...	3 45	Messrs. Copp Bros.	Hamilton.....	Only 45c. stated to have been received.		
128	John Willis.....	Morton	do 3...	60 00	Glasgow and London Ins. Co.	Montreal.....	Stated not to have been received by person addressed.	Stated to have been contained in registered package made up at Morton for Kingston on 3rd Feb., 1887, but to have failed to reach the latter office. Cause of failure undiscoverable.	2
129	John Morkin.....	Woodham.....	do 4...	15 00	Ratz Bros	Khiva	Stated to have been received without contents.	Evidence in this case pointed to the conclusion that the abstraction was committed at the Khiva Post Office. The Postmaster of Khiva being one of the firm to whom the letter was addressed, the loss fell upon him.	5
130	Pierre Claude.....	Montreal	do 8...	13 85	Alex Poirier.....	North Lancaster	Stated not to have been received by person addressed.	The North Lancaster Post Office was destroyed by fire on the 13th Feb, 1887, and this letter burnt.	10
131	H. H. McDougall...	White River	do 11...	102 04	Geo. Childs & Co..	Montreal	do ...	Stated to have been contained in registered package despatched from White River, on 11th Feb, 1887, to Ottawa and Port Arthur Railway Post Office, going east, no	2

									record, however, of its receipt by the latter office. Enquiry unsuccessful.	
132	J. L. Johnston.....	Rockland.....	do	14...	60 00	W. J. Gage & Co..	Toronto.....	do ...	This letter was duly despatched from Rockland, on 14th Feb., 1887, to Ottawa and Montebello Railway Mail Clerk, who, however, failed to enter it on his letter bill for Toronto, and who was accordingly held responsible for its loss, and made good the contents.	3
133	Elzéar Desrosiers..	Chapleau	do	14...	30 00	Mlle. O. Levasseur.	St. Hubert, County Rimouski.	Stated not to have been received by person addressed.	This letter was traced as far as the St. Arsène Post Office, County Rimouski, but whether forwarded on the next office (Viger, County Rimouski) could not with certainty be ascertained.	4
134	Charles Audet	St. Anselme.....	do	17...	75 00	John Ritchie.....	Quebec.....	do ...	Contained in a registered package made up for the Quebec Post Office which is believed to have been received at that office, though no trace of it could be found there.	4
135	do	do	do	17...	150 00	Union Bank of Canada.	do			
136	A. E. Kemp	Toronto East....	do	28...	3 00	John Dougall.....	Montreal.	Stated to have been received without contents.	See case No. 72, Class I.....	5
137	Hurdman & Co....	Hull.....	Mar.	15...	30 00	Léandre Bergeron	St. Gédéon.	Only $20 stated to have been received.	No evidence to account for alleged discrepancy.	7
138	M. P. Angers.....	St François North East	do	18...	14 00	Philias Lessard....	East Broughton.	Stated not to have been received by person addressed.	Stated to have been despatched in registered package from Broughton Station to East Broughton, but to have failed to reach the latter office.	2
139	A. Robert	St. Jean Baptiste de Rouville.	do	20...	5 00	Joseph St. Pierre .	St. Hyacinthe....	do ...	Delivered at the St. Hyacinthe Post Office to a person wrongly claiming to be the addressee. Case under litigation, in a suit brought by the addressee, with a view to testing the Postmaster's personal responsibility for the resulting loss.	4

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No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts.					
140	F. Plante.....	St. Flavie Station	Mar. 28...	20 00	Chas. Bertrand	Isle Verte	Stated not to have been received by person addressed.	Contained in registered package made up at St. Flavie Station for Railway Post Office, stated not to have reached the latter office.	2
141	Newsome & Leyden	Toronto	do 28...	25 00	Wallis Dunn	Kingston	Only $15 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
142	D. G. Cameron.....	Commercial Cross Road, P.E.I.	do 31...	25 00	James A. Rutherford.	New Glasgow....	Stated not to have been received by person addressed.	Contained in registered package stated to have been despatched from St. John and Moncton Railway Post Office for St. John and Amherst Railway Post Office, but to have failed to reach the latter office.	2
143	J. Dumarest.....	Montreal	do 29...	25 00	D. Thibaudeau.....	Champlain	Only $10 stated to have been received.	This letter failed of delivery at Champlain, and was thence returned direct to the sender, who stated that it only contained $15, although $25 was enclosed in it when posted. No evidence to account for the alleged discrepancy.	7
144	C. E. Northrup	Moncton, N.B....	April 2...	5 00	Mrs. J. C. Tingley.	Hopewell Cape, N.B.	Stated not to have been received by the person addressed.	Contained in registered package stated to have been despatched from St. John & Moncton Railway P. O. for St. St. John & Amherst Railway P. O., but to have failed to reach the latter office.	2
145	Mrs. M. McNaughton.	Buckingham.....	do 14...	5 15	Robt. Miller & Co.	Montreal			
146	do ...	do	do 14...	16 22	J. T. Scarth	Toronto			

147	do ...	do	do	14...	28 25	Wightman, Ramsay	Montreal	do ...	Stolen from the Buckingham Post Office by burglars on the night of 14th April, 1887.	9
148	do ...	do	do	14...	8 79	Thos. Davidson & Co.	do			
149	do ...	do	do	14...	5 25	Jno. H. Jones & Co	do			
150	Wilson & Wilson...	do	do	14...	12 00	Stewart & Poulten	London.....			
151	Jno. O'Brien.....	do	do	14...	3 00	Louis Bouldier	Montreal			
152	Richard Rowe	do	do	14...	35 00	W. R. Ross & Co..	do			
153	Geo. McLean	High Rock.....	do	14...	5 00	Mrs. H. McLean....	Brooke			
154	F. Dolliver.....	Maplewood, Mass	do	19...	40 00	S. D. Munro.....	Melvern Square, N.S.	do ...	Evidence taken in this case seemed to indicate that the letter disappeared at the Melvern Square Post Office. Contents made good by Postmaster of Melvern Square.	3
155	.....	St. Constant.....	do	20...	2 00	A. Bedard.....	Cheneville.....	do ...	Trace of this letter was lost at the St. André Avelin Post Office, the Postmaster of that office having failed to enter it on the letter bill of the mail from his office of 22nd April, 1887, for Cheneville, with which it should have been despatched. The Postmaster of St. André Avelin accordingly made good contents.	3
156	Joseph Chevalier..	Burleigh Falls...	do	21..	16 00	Odillon Chevalier.	Ottawa	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
157	Jno. W. Brennan...	Greensville.	do	28...	20 00	R. B. Morrison	Morriston	Stated not to have been received by person addressed.	Contained in registered package made up at Greensville for Morriston, on 28th April, 1887, which is stated not to have reached the latter office. No clue to the loss could be obtained.	2
158	H. A. Muntz.....	Bracebridge	May	3...	5 00	R. J. Drake	Ahmic Lake.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
159	S. Rouillard.....	St. Evariste de Forsyth.	do	9...	3 00	Joseph Bolduc	Lévis	.....	Stolen from the Lévis Post Post Office by burglars on the night of 10th May, 1887.	9
160	Mrs. H. H. Robertson	Montmagny	do	10...	13 59	Miss A. Kinsella...	do			
161	do ...	do	do	10...	60 00	Mrs. G. Lamontagne.	do			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts.					
162	Turcotte & Levasseur.	St. Clément	May 10...	0 26	Belleau & Cie.	Quebec.	Stated not to have been received by person addressed.	These letters are stated to have been contained in registered package made up on Intercolonial Railway (Campbellton and Rivière du Loup) for Quebec, but whether the package was received at the Quebec Post Office could not positively be ascertained.	2
163	J. B. Carbin.....	Notre Dame de Rimouski.	do 10...	60 00	Croteau & frères...	do			
164	Mrs. W. F. MacDonald.	Rawdon Gold Mines.	do 6...	2 00					
165	Henry Redmond ...	Liscomb.....	do 9...	5 00				These registered letters were fraudulently obtained from the Halifax Post Office by a youth of 13 years of age named Gregory Maclean, who had obtained possession of a key to Messrs. Roy & Co.'s Post Office box. Maclean was arrested, tried and sentenced to two years in the St. Patrick's Home, a reformatory at Halifax, N.S	9
166	Mrs. A. Bacchus ...	Goldenville	do 9...	2 00					
167	Mrs. A. Fraser	do	do 9...	5 00					
168	Mrs. J. Clarke	Marie Joseph.....	do 9 ..	5 00					
169	Mrs. J. M. Smith...	Parrsborough.....	do 10...	5 00					
170	Mrs. G. W. Kitchen	Spring Hill Mines	do 16...	3 00	J. E. Roy & Co.	Halifax, N.S	do ...		
171	Edward Dorey.....	Hubbard's Cove.	do 16...	4 00					
172	Mrs. C. W. Roach.	Windsor, N.S...	do 16...	3 00					
173	Miss L. Hatt.....	do	do 16...	5 00					
174	Mrs. R. P. Sharpham.	do	do 16...	3 00					
175	Richard Haley.....	do	do 16...	12 00					
176	Stephen Snyder....	Shoal Bay.....	do 17...	10 00					
177	Wm. Thompson....	Oak Ridges.....	do 19...	8 00	Mrs. Eleanor Winn	Stirling	do ...	Stolen from the Stirling Post Office by burglars on the night of 22nd May, 1887.	9
178	T. P. McEown.....	Lynedoch	do 19...	50 00	A. C. McEown.....	Boissevain, Man.	do ...	Evidence in this case showed that the letter was very carelessly handled at the Boissevain Post Office. Contents made good by Postmaster of Boissevain.	3
179	L. N. Gauvreau....	Isle Verte	do 26...	20 15	Credit Foncier.....	Quebec.....	do ...	This letter was entered as re-	3

										gistered in the books of the Isle Verte Post Office, but not upon the letter bill of the mail with which it should have been despatched from that office. Postmaster of Isle Verte was held responsible, and made good contents	
180	W. McD. Dawson.	Ottawa.....	do	27...	2 00	Dlle. A. Chatigny.	Three Rivers.....	do ...	This letter was duly received at the Three Rivers Post Office, and the Postmaster of that office, being unable to show what disposition had been made of it, made good contents.	3
181	J. H. Glover.....	Aylmer, Ont	do	27...	35 59	Chas. P. Geary & Co.	St. Thomas, Ont.	Only $25.59 stated to have been received.	No evidence to account for the alleged discrepancy.	7
182	D. Gagnon.....	Ste. Luce.....	June	1...	26 10	Crédit Foncier.....	Quebec.....	Stated not to have been received by person addressed.	Stated to have been contained in registered package despatched from Ste. Luce to Intercolonial Railway Post Office, but to have failed to reach the latter office.	2
183	Mrs. Hart.....	Toledo, Ont	do	3...	56 40	James Linton & Co	Montreal			
184	R. L. Carber.....	Knowlton	do	3...	19 72	do ...	do			
185	Jacques Neven	Ripon	do	3...	25 00	Z. Lapierre	do			
186	George St. Arnaud	Batiscan.....	do	3...	40 00	Robertson, Linton & Co.	do			
187	Michael Guerin....	Indian River.....	do	3...	45 00	James Popham	do			
188	D. M. Brown	Chesterville	do	4...	20 00	Lyman Sons & Co.	do			
189	Albert Lavoie	Hull	do	3...	2 00	do ...	do			
190	Aristide Gareau....	Montebello.....	do	4...	1 00	"L'Etendard".....	do			
191	Rev. M. Hudon. ...	Berthier en bas...	do	4...	1 00	do	do	do ...	Supposed to have been stolen from the Registration Division of the Montreal Post Office on the morning of the 6th June, 1887.	9
192	....	....	do	4...	1 00	do	do			
193	L. H. Filteau.....	Ottawa	do	4 ..	4 00	do	do			
194	John Wark.....	Dacre	do	4...	41 40	James Popham	do			
195	H. Potvin.	Ste. Louise.....	do	4...	45 00	B. Levine.	do			
196	Jas. C. McBain.....	Maxville.....	do	4...	2 25	James Popham & Co.	do			
197	Octave Gaudet.....	North Ham	do	4...	17 50	M. Lang & Son ...	do			
198	J. C. Champagne..	St Remi de Tingwick.	do	4...	10 00	do	do			
199	M. Sherlock	Arnprior.....	do	4...	5 00	James Lanihan	do			
200	The Postmaster....	Grand Manan....	do	6...	236 38	St. Stephen Bank..	St. Stephen, N.B	do ...	Contained in a mail made up at Grand Manan for St. Stephen, on the 8th June, 1887, which is believed to have been lost or stolen in course of conveyance to the latter place.	2
201	do	do ...	do	6...	329 59	do ...	do ...			
202	Mrs. M. A. Lambert	Woodward's Cove, N.B.	do	7...	30 00	C. H. Smith	do ...			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts					
203	W. H. Palmer.....	Colborne.....	June 15...	16 00	Miss Nettie Rath...	Tweed.....	Stated not to have been received by person addressed.	This letter fell accidentally among the waste paper in the Belleville Post Office. The money it contained was recovered and paid over to the addressee.	3
204	J. R. Clarke.....	Walkerton.....	do 22...	689 60	Mrs. B. Winkler....	Neustadt.....	do ...	Trace of this letter was lost at the Palmerston Post Office, and the Postmaster of that office accordingly made good contents.	3

REPORT No. 5 —*Continued.*

II.

Unregistered Letters.

Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
1	Mrs. H. Miller.....	Essex Centre.....	July 1...	5 00	Mrs. F. W. Brent...	Toronto.....	Stated not to have been received by person addressed...	No trace owing to want of registration.	1
2	Matthew Ryan.....	Winnipeg	do 5...	3 00	Rev. Père Camper.	St. Laurent, Man	Stated to have been received without contents.	There is reason to believe that these letters were rifled by a clerk in the Winnipeg Post Office. The employé in question had left the service and gone to the United States before any evidence of his dishonesty was discovered.	6
3	Chas. Connor.....	do	do 5...	1 50	Miss Grundy	Peterboro'			
4	W. Uglow	do	do 8...	1 00	The Stewardess, SS "Arthabasca."	Port Arthur			
5	Mrs. Farley	Toronto..	do 6...	2 00	Mrs. Robert Martin	Avening., ...	Stated not to have been received by person addressed...	No trace owing to want of registration.	1
6	Miss A. Wooster...	Montreal	do 8...	4 00	Mrs. E. Wooster ...	Toronto.	do ...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toront Post Office, who was sentenced to 5 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4

REPORT No. 5—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter. Name.	Address of Letter. Place.	Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
			1886.	$ cts.					
7	D. S. Wallbridge.	Belleville.	July 8...	1 03	W. Donaldson.	Toronto.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	
8	G. Armstrong.	Montreal	do 8...	5 00	Jane Haggart.....	Martintown.	do ...	do do ...	
9	Fannie Hamilton...	Strathroy	do 12...	4 00	Fessendon & Bros.	London, Ont.....	do ...	do do ...	
10	J. B. Bedard.....	Montreal	do 13...	15 00	Joachim Bedard....	St. Sauveur, Que	do ...	do do ...	
11	R. Hamilton	Port Perry Railway Station.	do 14...	3 00	Miss M. Hamilton.	Lakefield'.....	do ...	do do ...	
12	John Payne.....	Toronto.....	do 16...	0 65	George Payne	Shanty Bay.....	do ...	do do ...	1
13	J E. Kent.	Seaforth	do 16...	2 00	Mrs. J. E. Kent....	Toronto..	do ...	do do ...	
14	W. A. Howey.....	Mail Car Ottawa & Port Arthur	do 20...	25 00	Mrs. W. H. Howey	Aylmer, Ont.....	do ...	do do ...	
15	J. L. Moir.....	Liverpool, N.S..	do 21...	10 00	Moir, Son & Co....	Halifax, N S	do ...	do do ...	
16	C. N. O'Regan.....	Albert, N.B.....	do 21...	14 00	John O'Gorman....	St. John, N.B....	do ...	do do ...	
17	James E. Ives.	Stratford.....	do —...	11 00	Mrs. Ives.....	Toronto.	do ...	do do ...	
18	Thos. Cooper.....	Toronto.....	do 21...	2 00	Mrs. Cooper	Thompsonville...	do ...	See case No. 28, class I.	3
19	H. Alexander	Ottawa.....	do 22...	6 00	Mrs.F.G.Vanderlip	Toronto..	do ...	No trace, owing to want of registration.	
20	Mr. Rolland.....	Montreal	do 24...	13 00	F. X. Ethier.....	Almonte.....	do ...	do do ...	
21	John Oliver.....	Winnipeg	do 25...	5 50	Mrs. John Oliver...	Teeswater	do ...	do do ...	
22	A. A. Burrell.	Douglastown.....	do 26 ..	5 00	Mrs. A. A. Burrell.	Arichat.....	do ...	do do ...	1
23	John Poupore	Ottawa	do 27...	3 00	W. C. Bowles.	Ottawa	do ...	do do ...	
24	P. J. Brennan	do	do 30...	14 00	M. Brennan.....	Montreal	do ...	do do ...	
25	G. F. Stephens	Winnipeg.....	do 30...	5 00	Mrs. G.F. Stephens	Glencairn	do ...	do do ...	
26	W. Laidley.	Qu'Appelle Stn.	do —...	15 00	A. Laidley.....	Omemee.....	do ...	do do ...	
27	W. R. Wright	Winnipeg	Aug. 2...	10 00	Malcolm Wright...	St. Catharines, Ont.	do ...	do do ...	
28	Mrs. McFarlane....	Toronto	do 2...	1 00	Mrs. Chisholm.....	Ottawa	do ...	do do ...	1
29	J. D. Thomson.....	Buckingham	do 3...	10 45	W. Evans	Montreal	do ...	do do ...	
30	John Bell.....	Crumlin.....	do 3...	3 00	Thos. Bryan	London, Ont.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
31	R. Mills, jun.....	Montreal	do -...	1 50	James Sargent	Toronto.....	Stated not to have been received by	No trace, owing to want of registration.	1

32	John Cross	Niagara Falls	do	4	0 25	Box 297	Windsor	person addressed. Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7
33	S. Blanstein	Montreal	do	6	15 00	H. Blanstein	River Beaudette.	Stated not to have been received by person addressed.	No trace, owing to want of registration.		
34	J. M. Langstaff	Revelstoke, B.C.	do	7	5 00	Mrs. Langstaff	Toronto	do	do	do	
35	John Denison	Casselman	do	9	5 00	Mrs. John Denison	Durham	do	do	do	
36	W. E. Soare	Ottawa	do	9	10 00	Mrs. W. Soare	Port Rowan	do	do	do	
37	Alex. Sargerie	Montreal	do	10	6 00	D. Lisabelle	St. Norbert, Cap Chat.	do	do	do	1
38	A. Lapointe	do	do	10	5 00	Mlle. L. Thibaudeau	Quebec	do	do	do	
39	Robt. Orr	Denfield	do	10	8 00	Jno. Scandrett	London, Ont.	do	do	do	
40	M. F. Christie	Winnipeg	do	11	6 00	F. M. Wade	Toronto	do	do	do	
41	A. Wilson	Ottawa	do	11	30 00	J. Wood	Montreal	do	do	do	
42	J. Kemalan	Toronto	do	12	1 00	W. H. Williams	Barrie	do	do	do	
43	W. Erskine	Sarnia	do	12	2 00	"Canadian Baptist" Office.	Toronto	do	There is reason to suspect that this letter was stolen by a dishonest Clerk in the Toronto Post Office, who was sentenced to 5 years' imprisonment for proved dishonesty in connection with another letter. See case No. 182, Class II		4
44	Wm. Porter	Deseronto	do	14	1 50	Mrs. Wm. Porter	Portsmouth	do	No trace, owing to want of registration.		
45	Alex. Paterson	Hamilton	do	14	7 00	Mrs Paterson	London, Ont.	do	do	do	
46	W. Clougher	Winnipeg	do	15	35 00	Mrs. W. Clougher	Toronto	do	do	do	
47	H. Gowlan	do	do	16	2 00	J. Marsh	Stamford	do	do	do	
48	J. B. L. Hould	Three Rivers	do	17	6 00	Mrs. J B. L. Hould	St. Roch des Aulniers.	do	do	do	
49	R. E. Genge	Port Hope Stat'n	do	18	13 00	Miss Jennie Genge	Kingston	do	do	do	1
50	G. M. Story	Port Moody, B.C.	do	19	10 00	Mrs. Story	Brampton	do	do	do	
51	do	do	do	19	10 00			do	do	do	
52	Wm Deen	Exeter	do	19	6 00	J. Saulter	Berlin	do	do	do	
53	H. Gowlan	Winnipeg	do	23	7 00	J. Marsh	Stamford	do	do	do	
54	J. St. Hilaire	Montreal	do	28	10 00	Jéremie Thibault	Chateau Richer.	do	do	do	
55	Octave Boivin	do	do	28	3 00	Chas. Boivin	Ste Hénédine	do	do	do	
56	H. A. Brouse	Ottawa	do	28	2 00	W. Hamilton	Belleville	do	do	do	
57	Mrs. M. McColl	St Eustache	do	30	3 00	Miss Nicholson	Ottawa	do	do	do	
58	C. Biette	Woodstock	do	31	20 00	C. Robinson & Co.	Toronto	do	There is reason to suspect that this letter was stolen by a dishonest Clerk in the Toronto Post Office, who was sentenced to 5 years' imprisonment for proved dishonesty in connection with another letter. See case No. 182, Class II.		4

Report No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
59	Charles Carr.....	Toronto.....	Aug. 31...	3 13	Mrs. Carr.....	Trenton	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
60	R. Kemp.....	Listowel.....	Sept. 2...	2 00	George Pringle....	Parkhead.....	do ...	do do ...	1
61	Joseph Martineau.	Montreal.....	do 4...	10 00	Mde. Jos. Martineau	Chateau Richer..	do ...	do do ...	
62	L. J. Burpree.....	Ottawa.....	do 6...	10 00	A. Mason.	Ottawa	do ...	do do ...	
63	J. McDonald.....	Alexandria.....	do 8...	22 00	A. J. Matheson & Co.	Montreal.....	do ...	This letter was posted for registration and the Postmaster of Alexandria having failed to register it, made good contents.	3
64	C. B. Keenleyside.	Winnipeg.....	do 8...	1 00	Acton Burrows....	Winnipeg.....	do ...	No trace owing to want of registration.	
65	....	Toronto.....	do 9...	10 00	Mde. J B. Lavasseur	Napierville.....	do ...	do	
66	Herbert Harris.....	Halifax.....	do 11...	4 00	W. D. Page	Toronto.....	do ...	do	
67	Miss McKee.	Lancaster	do 10...	10 00	Dr. K. N. Fenwick	Kingston.....	do ...	do	
68	H. Parsons.	Port Arthur.....	do 13...	35 00	Mrs. H. Parsons...	North Keppel. ...	do ...	do	
69	A. J. Smith	Aylmer, West...	do 13...	11 00	Mrs A. J. Smith...	London, Ont.....	do ...	do	
70	W. H. Atkinson...	Neebing.....	do 14...	38 75	A. K. Vanwick....	Park Hill.....	do ...	do	
71	Miss Hall.....	Montreal.	do 15...	6 00	Miss Cameron.....	Toronto.....	do ...	do	1
72	Thos. D. Willis....	Toronto.....	do 18...	1 00	Thos. D. Willis....	Montreal.....	do ...	do	
73	H. Sylvain.....	Montreal..	do 19...	5 00	Mde. P. Bélanger..	St. Valier.....	do ...	do	
74	J. H. O'Brien.....	Ste. Thérese de Blainville.	do 21...	2 00	Mrs. J. H. O'Brien.	Montreal.....	do ...	do	
75	Louis McDonald...	Roger's Pass, B.C	do 22...	20 00	Mrs. L. McDonald.	Toronto	do ...	do	
76	S. P. Buchanan.....	Montreal.	do 23...	5 00	Miss M. Freeze. ...	Moncton.....	do ...	do	
77	Miss McArthur.....	Paisley	do 27...	5 00	Miss McArthur.....	Toronto.....	do ...	do	
78	Robert Myles..... ..	Hammondvale...	do 27...	20 00	Andrew Myles	Portland, N.B...	do ...	do	
79	F. Johnston.....	Marquette, Mich.	do 28...	Money order for $10	Mrs. F. Johnston..	Rathburn, Ont...	do ...	This letter was re-directed from Rathburn to Orillia and there misdelivered to a party who afterwards fraudulently personated the payee of the enclosed money order and	3

REPORT No. 6.—Province of Nova Scotia, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O business.
			$ cts	$ cts	$ cts.	$ cts.
St. Andrews	Antigonishe	69	1,065 34	8 27	2,040 60	5 67
St. Peter's	Richmond	480	13,718 36	81 67	3,220 64	36 90
Sandy Cove	Digby	82	818 33	6 86	636 49	2 84
Shelburne	Shelburne	1,225	20,133 02	140 29	7,912 35	55 50
Sherbrooke	Guysboro'	517	13,026 67	86 80	6,753 28	38 57
Shubenacadie	Hants	220	4,892 09	35 70	5,403 93	19 61
Spring Hill Mines	Cumberland	2,098	29,322 23	218 66	4,268 20	75 84
Stellarton	Pictou	821	9,106 15	71 67	8,014 04	27 32
*Summerville	Hants	116	4,584 92	26 31	138 59	11 74
Sydney	Cape Breton	1,577	29,684 20	212 38	15,245 00	86 63
Sydney Mines	do	291	3,830 17	30 56	1,413 37	11 18
Tangier	Halifax	229	5,493 00	34 59	829 97	14 39
Tatamagouche	Colchester	515	10,738 70	67 48	6,550 88	36 96
*Thorburn	Pictou	83	896 64	7 16	257 35	2 24
Tracadie	Antigonishe	232	3,932 49	25 35	3,454 85	17 53
Truro	Colchester	2,965	42,053 32	342 61	83,025 43	137 65
Tusket	Yarmouth	133	2,306 46	17 39	5,117 41	17 03
Upper Musquodoboit	Halifax	111	3,284 98	20 03	770 87	9 30
Upper Stewiacke	Colchester	220	4,475 98	32 57	2,622 25	14 86
Wallace	Cumberland	488	10,502 28	67 79	7,596 27	35 23
Walton	Hants	123	1,762 20	13 81	1,986 45	7 34
Waterville	King's	542	10,840 26	69 16	1,943 96	29 03
West Bay	Inverness	204	2,970 56	19 57	2,459 83	11 71
Westport	Digby	378	8,837 52	54 70	3,269 96	24 96
West River, Sheet Harbor	Halifax	317	7,745 71	49 06	2,176 56	20 26
Westville	Pictou	1,011	23,212 93	154 38	3,153 65	62 17
Weymouth	Digby	153	2,556 49	19 08	5,441 97	15 79
Weymouth Bridge	do	423	7,259 47	50 48	6,233 44	21 37
Whycocomagh	Inverness	331	9,618 74	58 54	5,895 40	32 32
Wilmot	Annapolis	199	3,632 04	28 06	2,898 06	12 95
Windsor	Hants	1,723	24,008 77	194 44	24,495 11	72 71
Wolfville	King's	1,294	24,077 84	175 49	18,536 38	67 34
Yarmouth	Yarmouth	3,388	49,244 11	415 44	79,735 01	159 75
Total		87,574	1,549,196 05	11,266 48	1,442,194 34	4,231 15

* *Opened 3rd January*, 1887.

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts	$ cts.	$ cts.
Albert	Albert	908	21,191 67	140 75	4,406 20	58 05
Alma	do	330	4,534 41	33 58	3,569 83	14 51
Anagance	King's	109	2,085 60	14 11	1,116 02	5 25
Andover	Victoria	441	14,183 10	89 39	3,391 31	38 11
Apohaqui	do	101	1,506 82	10 34	1,933 54	4 40
Armstrong's Brook	Restigouche	364	8,237 01	52 36	1,341 15	22 61
Baie Verte	Westmoreland	475	11,482 86	79 08	4,450 61	33 76
Bathurst	Gloucester	1,026	17,448 77	116 18	6,959 50	46 89
Bathurst Village	do	532	10,604 79	67 08	1,526 35	27 84
Bayfield	Westmoreland	176	5,313 63	35 00	365 33	13 82
Blackville	Northumberland	107	3,400 32	20 49	606 74	9 14
Bristol	Carleton	151	3,646 39	24 62	2,181 31	11 38
Buctouche	Kent	204	5,576 27	34 95	2,468 06	17 12
Butternut Ridge	King's	415	7,021 34	46 87	1,497 21	17 91
Campbellton	Restigouche	1,833	35,628 37	235 23	8,489 33	91 21
*Campo Bello	Charlotte	188	7,498 61	42 16	131 44	18 80
Canterbury Station	York	692	17,820 63	107 06	1,199 26	45 83
Caraquet	Gloucester	293	6,521 45	40 33	1,132 16	16 40
Carleton	St. John	512	7,639 77	64 52	7,322 36	25 88
Centreville	Carleton	231	4,329 98	32 73	3,839 84	19 46
Chatham	Northumberland	1,528	23,738 27	178 50	13,108 46	68 58
Chipman	Queen's	119	2,136 77	14 98	1,580 95	7 77
Clifton, King's	King's	54	554 83	5 37	416 59	1 97
†Collina	do	....	.....	.....	.....	.....
Dalhousie	Restigouche	758	19,580 35	125 21	7,150 38	54 74
Debeck	Carleton	159	2,450 67	17 39	880 91	6 61
Dorchester	Westmoreland	1,155	15,116 84	116 07	11,929 57	42 24
Edmundston	Victoria	313	17,121 42	97 25	2,838 90	43 33
Elgin	Albert	398	9,931 12	62 33	2,506 24	25 74
Fairville	St. John	157	2,025 52	18 54	1,603 99	6 71
Florenceville	Carleton	162	5,380 16	33 29	1,710 72	13 97
Fredericton	York	2,801	41,162 44	342 93	49,005 58	.....
Fredericton Junction	Sunbury	36	872 39	5 97	1,099 70	2 77
Gagetown	Queen's	232	4,249 93	29 12	2,626 55	10 90
Grand Falls	Victoria	452	18,050 00	109 28	3,013 92	46 41
Grand Manan	Charlotte	559	15,066 98	104 36	3,136 51	39 09
Hampstead	Queen's	56	1,404 80	9 03	402 30	3 51
Hampton	King's	184	2,042 12	18 14	4,352 22	8 52
Hartland	Carleton	197	3,734 75	27 12	2,264 99	11 01
Harvey	Albert	390	13,146 38	76 10	4,648 09	36 40
Harvey Station	York	232	5,972 13	37 76	1,073 72	16 01
Hillsborough	Albert	661	10,991 33	81 05	8,427 65	36 46
Hopewell Cape	do	178	3,829 73	25 61	2,988 71	10 51
*Hopewell Hill	do	22	631 50	3 87	118 35	1 58
Indian Town	St. John	603	11,462 17	82 83	3,214 72	30 79
Jacksonville	Carleton	177	3,096 49	21 67	303 48	7 92
Kingsclear	York	99	2,128 45	13 83	577 57	5 46

* *Opened 2nd July*, 1886. † *Opened 1st April*, 1887.

REPORT No. 6.—Province of New Brunswick, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
Kingston, Kent	Kent	673	14,847 80	94 60	6,948 31	46 76
Kingston, King's	King's	28	653 54	4 31	600 30	2 36
Kinnore	Victoria	36	407 68	3 75	660 22	1 97
Kouchibouguac	Kent	33	408 42	3 06	306 55	1 30
Lepreaux	Charlotte	20	278 26	2 40	332 24	99
Markhamville	King's	33	460 02	4 81	47 94	1 19
Memramcook	Westmoreland	214	6,542 17	39 34	5,664 29	21 58
*Middle St. Francis	Victoria	.....	.....	.....	.....	.....
†Middle Sackville	Westmoreland	31	487 94	3 32	60 31	1 22
Millerton	Northumberland	304	4,395 73	33 29	286 83	11 17
Milltown	Charlotte	424	5,661 82	58 09	490 89	14 57
Millville	York	12	684 32	3 80	707 60	2 35
Moncton	Westmoreland	5,303	92,975 11	684 54	55,170 63	251 30
Narrows	Queen's	136	4,336 26	27 70	1,344 49	11 91
Newcastle	Northumberland	1,088	17,849 75	134 08	11,078 05	52 54
New Mills	Restigouche	156	1,790 93	14 08	484 71	4 67
Oromocto	Sunbury	111	2,508 93	17 35	1,092 06	7 58
Ossekeag	King's	302	4,987 18	36 43	1,548 19	13 03
Penobsquis	do	303	3,814 34	29 31	3,705 26	11 37
Petitcodiac	Westmoreland	1,067	35,579 56	205 66	9,409 69	91 81
Petit Rocher	Gloucester	305	7,835 41	46 64	1,767 52	20 25
Richibucto	Kent	808	18,688 22	120 38	4,879 62	49 51
Richmond Corner	Carleton	85	787 74	6 60	235 29	2 23
River Charlo	Restigouche	79	1,511 22	10 30	977 93	3 90
River Louison	do	134	2,136 53	13 72	322 00	6 14
Rockland	Westmoreland	42	503 11	3 96	831 12	2 71
Rothesay	King's	88	861 03	8 05	953 73	2 88
St. Andrews	Charlotte	856	14,032 54	112 20	9,479 20	42 27
St. George	do	836	15,052 33	110 53	6,475 67	42 51
St. John	St. John	8,248	138,918 90	1,194 33	491,976 03	.....
St. Martin's	do	329	5,665 98	40 80	2,709 60	17 23
St. Stephen	Charlotte	1,507	19,144 58	155 52	19,567 05	53 25
Sackville	Westmoreland	1,493	18,008 55	143 91	28,558 95	51 67
Salisbury	do	419	5,314 57	39 33	2,843 58	14 70
Shediac	do	945	23,081 95	152 25	13,993 02	62 90
Sheffield	Sunbury	217	7,706 37	45 49	1,293 74	19 48
Shippigan	Gloucester	47	1,878 62	10 62	208 02	4 76
Springfield	King's	157	3,309 51	24 78	1,705 71	9 35
Stanley	York	122	1,633 05	11 64	260 00	4 35
Sussex Vale	King's	1,570	24,227 87	176 93	23,256 64	70 37
Tracadie	Gloucester	204	4,679 64	30 94	1,352 61	11 69
Upham	King's	33	988 45	12 06	537 29	3 48
Upper Gagetown	Queen's	127	3,690 46	22 07	581 51	9 73
Weldford	Kent	527	13,868 92	84 87	3,207 84	39 60
Welsford	Queen's	135	2,025 34	14 62	945 22	6 57
Westmoreland Point	Westmoreland	109	1,310 01	11 53	800 47	3 80
Woodstock	Carleton	1,853	31,909 06	244 39	29,154 36	94 22
Total		52,320	999,009 05	7,192 71	937,718 60	2,274 59

* *Closed 30th September*, 1886. † *Opened 3rd January*, 1887.

J. C. STEWART,
Superintendent Money Order Branch.

A. W. McLELAN,
Postmaster-General.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M.O. business.
			$ cts.	$ cts	$ cts.	$ cts.
Alberton	Prince	479	8,060 50	57 85	3,873 57	25 98
Charlottetown	Queen's	3,650	63,540 95	546 33	61,176 75	....
Georgetown	King's	292	9,120 23	57 83	4,696 54	29 49
Montague Bridge	do	520	14,570 64	92 82	3,346 59	40 57
Souris East	do	368	5,294 09	41 80	4,925 64	22 33
Stanley Bridge	Queen's	118	2,142 87	15 59	1,162 46	6 33
Summerside	Prince	1,267	21,717 40	159 70	19,762 32	68 10
Tignish	do	108	2,875 41	21 69	856 10	8 35
Victoria	Queen's	166	5,213 90	31 89	886 58	13 96
Total	.....	6,968	132,535 99	1,025 50	100,686 55	215 11

PROVINCE OF MANITOBA.

Archibald	Selkirk	650	23,062 88	150 37	4,134 38	58 42
Birtle	Marquette	493	12,453 42	85 68	8,931 71	36 14
Brandon	Selkirk	1,542	34,367 88	258 05	42,221 84	117 45
East Selkirk	Lisgar	20	644 80	4 42	511 34	1 99
Emerson	Provencher	869	29,794 58	182 16	12,379 25	78 41
Gladstone	Marquette	632	16,876 14	103 08	3,191 95	44 72
Minnedosa	do	873	21,569 11	148 61	9,169 69	60 20
Morden	Selkirk	655	19,480 15	126 43	8,967 37	49 47
Morris	Provencher	162	4,360 00	29 78	2,389 74	12 24
Neepawa	Marquette	647	23,249 14	135 78	4,454 49	58 97
*Pilot Mound	Selkirk	404	11,787 96	77 88	4,761 06	30 03
Portage la Prairie	Marquette	1,697	41,206 62	292 62	19,293 59	108 12
Rapid City	do	486	15,723 27	92 01	4,089 66	42 46
Selkirk	Lisgar	328	8,460 00	56 13	2,671 35	22 77
Souris	Selkirk	442	12,045 63	77 46	2,167 32	31 72
Stonewall	Lisgar	247	4,930 32	39 09	4,142 24	15 15
Winnipeg	do	9,617	181,231 23	1,642 61	245,351 36	.....
Total	.....	19,754	461,243 13	3,502 16	378,828 34	768 26

* *Opened 2nd July*, 1886.

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

NORTH-WEST TERRITORIES.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	Territory.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post masters on M.O. business.
			$ cts.	$ cts.	$ cts.	$ cts.
*Broadview	Assiniboia	55	1,489 22	10 20	710 59	4 31
Calgary	Alberta	2,088	56,265 17	423 38	30.999 73	155 41
Fort McLeod	do	882	25,824 89	182 94	7,911 64	66 20
Maple Creek	Assiniboia	258	7,223 82	55 96	2,178 45	18 34
Medicine Hat	do	946	43,169 05	268 64	3,957 86	111 01
Moose Jaw	do	314	13,068 20	82 14	5,128 90	35 68
Moosomin	do	524	18,282 22	117 00	14,468 68	60 01
Qu'Appelle	do	250	6,543 15	50 16	6,030 00	23 70
†Qu'Appelle Station	do	104	2,010 90	16 85	1,826 81	7 11
Regina	do	1,214	25,679 89	198 50	15,266 80	70 81
Swift Current	do	225	5,405 35	43 82	894 30	14 30
Total		6,860	204,961 86	1,449 59	89,373 76	566 88

PROVINCE OF BRITISH COLUMBIA.

	County.					
Barkerville	Cariboo	726	16,173 77	111 49	5,303 77	41 35
Chemainus	Vancouver	245	4,633 98	39 00	1,198 76	11 66
Chilliwack	New Westminster	457	13,121 35	89 25	7,602 55	33 62
Clinton	Cariboo	621	17,673 60	135 11	3,841 63	43 36
Comox	Vancouver	342	7,303 20	50 75	3,537 84	19 68
Kamloops	Yale	2,107	97,478 80	6 6 16	11,490 94	246 16
Ladner's Landing	New Westminster	633	14,581 75	108 33	3,763 62	36 77
Lytton	Yale	367	16,990 67	99 87	1,561 85	42 67
‡Maple Bay	Vancouver	22	77 90	1 25	497 16	47
§Maple Ridge	New Westminster	9	302 60	2 27	133 00	76
Nanaimo	Vancouver	2,644	75,806 15	649 60	6,952 73	194 25
New Westminster	New Westminster	3,589	86.721 60	676 45	48,562 23	
Nicola Lake	Yale	262	9,170 37	64 36	2,920 35	23 64
North Saanich	Vancouver	131	3,150 03	22 35	248 56	7 87
‖Port Hammond	New Westminster	115	2,127 74	16 62	1,247 60	5 44
Quesnelle	Cariboo	476	10,472 56	73 26	4,748 82	26 42
Soda Creek	do	229	9,280 46	57 03	1,494 83	23 21
Spence's Bridge	Yale	298	10,936 00	70 31	1,371 82	27 50
Sumas	New Westminster	178	2,197 19	17 09	1,298 61	5 48
Vancouver	do	2,936	73,041 00	557 12	34,778 59	190 29
Victoria	Victoria	8,005	136,902 49	1,356 66	214,373 43	
Wellington	Vancouver	1,012	28,761 81	228 34	602 12	72 85
Yale	Yale	790	28,975 88	178 43	1,944 92	73 08
Total		26,194	665,880 90	5,231 10	359,375 73	1,126 53

* *Closed 20th August*, 1886; *re-opened 1st April*, 1887. † *Opened 3rd January*, 1887
‡ *Closed 30th September*, 1886. § *Closed 15th October*, 1886. ‖ *Opened 1st October*, 1886.

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

REPORT No. 7.

SHOWING the Annual Cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, &c., during the Year ended 30th June, 1887.

		$ cts.
J. C. Stewart	Half of salary as Superintendent, half being chargeable to the Savings Bank Branch	1,400 00
G. F. Everett	Twelve months' salary as Assistant Superintendent	2,250 00
W. J. Barrett	Twelve months' salary as Clerk	1,600 00
J. P. Brophy	do	1,400 00
R. J. Shaw	do	1,400 00
S. S. Thorne	do	1,250 00
D. D. McPherson	do	1,250 00
W. J. Johnstone	do	1,250 00
J. F. Wall	do	1,150 00
W. Rowan	do	1,100 00
M. K. Dunlevie	do	1,000 00
J. C. Bonner	Salary as Clerk to 16th May, 1887	876 71
A. W. Wall	Twelve months' salary as Clerk	1,000 00
J. H. Spencer	do	1,000 00
J. L. Olivier	do	900 00
G. L. Plunkett	do	850 00
C. W. Lally	do	800 00
J. S. Hale	do	650 00
F. M. S. Jenkins	do	600 00
F. H. F. Mercer	do	600 00
F. E. S. Grout	do	700 00
T. E. Visser	do	612 50
W. R. Hanley	do	600 00
J. Mullin	do	650 00
W. T. Wilson	do	600 00
E. L. Learoyd	do	557 50
G. H. Hayes	do	500 00
J. M. Conroy	do	487 50
E. Y. Steele	Salary as Clerk to 30th Sept., 1886	99 99
F. O. O. Seguin	Twelve months' salary as Clerk	425 00
C. A. Meikle	do	450 00
M. J. Finn	do	555 78
J. C. Martin	Salary as Clerk, from 1st August, 1886, to 30th June, 1887	366 63
Jas. Fortier	do 1st Sept. do do	345 84
E. J. Cousineau	do 1st Oct. do do	299 97
J. C. Beatty	do 16th May, 1887 do	112 50
S. Short	do 14th do do	55 50
C. A. Clarke	Twelve months' salary as Packer	500 00
A. Wheatley	do	382 50
R. C. Garvin	One month's salary as messenger	25 00
Pritchard & Mingard	Stamps, &c., for Money Order Office	65 82
E. Chanteloup	Stamp for do	2 00
G. P. O., London, G.B.	Lists of Money Order Offices in United Kingdom	139 92
New York "Journal of Commerce"	Subscription for year ending 15th November, 1887	15 00
Montreal "Journal of Commerce"	Subscription for year ending 15th July, 1887	2 00
Banks	Allowance for postage	217 71
Stationery	Per accounts of Stationery Office	319 87
The Burland Lithographic Co. (Limited)	For photo-engraving Money Order forms	3,146 25
Printing and binding	Per accounts of Queen's Printer	1,236 94
J. C. Stewart	Travelling expenses	282 20
	Compensation paid to Postmasters of Money Order Offices	22,764 52
	Approximate cost of clerical force employed exclusively in Money Order duties in city post offices	18,000 00
	Total	$76,845 15

REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System in the Dominion of Canada, during the Year ended 30th June, 1887.

			$ cts	$ cts.
Money Order funds stolen from Post Office at	Newboro', Ont ,	17th Nov., 1886.....	.....	20 00
do	do	Coteau Landing, Que., 25th April, 1887	.....	60 30
do	do	Port Williams, N.S., 28th June, 1887...	.....	40 10
do	do	Blenheim, Ont., 24th Dec , 1885.....	.....	36 71
do	do	Truro, N.S., 13th Feb., 1886	.....	44 94
do	do	Madoc, Ont., 25th Sept., 1886.....	.....	36 91
do	in transmission from Post Office at Bayfield, N B., to the Merchants' Bank of Halifax at Sackville, N.B., 8th July, 1886.....		.....	35 00
Loss upon counterfeit bank notes, received on Money Order account.....			.....	3 00
Loss through default of J. Taylor, Clerk in the Winnipeg Money Order Office, who absconded 16th Oct., 1886.....			1,332 18	
Less—Amount recovered			430 00	902 18
Total.....			.....	$1,179 14

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

ANALYSIS of the Money Order Business of the Dominion of Canada, for the Year ended 30th June, 1887.

	No. of Orders.	$	cts.	$	cts.
Total amount of Money Orders issued in Ontario	313,464			5,148,382	63
do do Quebec	61,765			1,167,774	90
do do Nova Scotia	87,574			1,549,196	05
do do New Brunswick	52,320			999,009	05
do do P. E. Island	6,968			132,535	99
do do Manitoba	19,754			461,243	13
do do N.-W. Territories	6,860			204,961	86
do do British Columbia	26,194			665,880	90
Total Money Orders issued	574,899			10,328,984	51
Total amount of Money Orders paid in Ontario		4,806,519	88		
do do Quebec		1,466,129	53		
do do Nova Scotia		1,442,194	34		
do do New Brunswick		937,718	60		
do do Prince Edward Island		100,686	55		
do do Manitoba		378,828	34		
do do North-West Territories		89,373	76		
do do British Columbia		359,375	73	9,580,826	73
Total issues and payments				19,909,811	24
Savings' Bank deposits received through Money Order office				8,272,041	00
do withdrawals paid do do				6,626,067	51
Total amount of business transacted				34,807,919	75
REVENUE ARISING FROM MONEY ORDER BUSINESS.					
Fees on Money Orders, receipts of Province of Ontario		40,183	16		
do do Quebec		9,826	63		
do do Nova Scotia		11,266	48		
do do New Brunswick		7,192	71		
do do P. E Island		1,025	50		
do do Manitoba		3,502	16		
do do N.-W. Territories		1,449	59		
do do British Columbia		5,231	10		
Profit in exchange on Money order business with United Kingdom		364	51		
do do Germany		274	60		
do do Italy		737	99		
do do Switzerland		36	27		
do do Belgium		52	67		
do do France		209	40		
Balance of commission received from Newfoundland on Money Order business with that country		284	16		
do do Jamaica do		64	92		
do do Belgium do		5	02		
Amount of void Money Orders, that is Money Orders issued during the year ended 30th June, 1885, payment of which has not been claimed up to 30th June, 1886		1,682	01		
Amount reported as a loss during year ended 30th June, 1881, since recovered		47	84		
Amount reported as a loss during year ended 30th June, 1885, since recovered		331	00		
				83,767	72
DEDUCT—					
Balance of commission paid United Kingdom on Money Order business with that country		2,664	22		
do do United States do		825	16		
Compensation paid to United States for services as intermediary in Money Order business between Canada and the Australasian Colonies		90	42		
(As this amount exceeds the commission received on Money Orders drawn on the Australasian Colonies by $23.82 the Canadian Department loses the latter sum in Money Order transactions with the Australasian Colonies during the year).					
Carried forward		3,579	80	83,767	72

Analysis of the Money Order Business of the Dominion of Canada, for the Year ended 30th June, 1887.—*Concluded.*

	$	cts.	$	cts.
Brought forward	3,579	80	83,767	72
Balance of commission paid to Germany on Money Order business with that country	161	82		
do do Italy do	234	19		
do do Switzerland do	4	23		
do do France do	38	47		
Cost of exchange on remittances to United States	389	01		
Loss in exchange on Money Order business with Jamaica	8	95		
			4,416	47
Gross Revenue			79,351	25
Losses sustained in conducting Money Order business during the year ended 30th June, 1886, as published in the Postmaster-General's report to Parliament for that year, and now extinguished			25	39
			*79,325	86
*Of this sum Postmasters received as compensation (see page 22)			22,764	52
Balance paid over to the Receiver General			56,561	34
			79,325	86

A. W. McLELAN,
Postmaster-General.

J. C. Stewart,
Superintendent Money Order Branch.

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.

REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
1	Bank of Hamilton.	Orangeville.....	July 3...	50 30	J. McKee.....	Belwood.....	Stated not to have been received by persons addressed.	Supposed to have been stolen by an official on the Elora Branch of the Credit Valley Railway, the evidence against whom, however, was not of a nature to warrant prosecution. Contents recovered. Suspected party removed from his position.	8
2	do ...	do	do 3...	99 90	Rev. G. H. Webb..	Hillsburg.....			
3	E. A. Nash	Battleford.....	do 2...	117 00	D. J. Waggoner...	Prince Albert		These letters were stolen by a man named Albert George Garnett, who stopped and robbed the Prince Albert mail whilst *en route* from Qu'Appelle Station, on 17th July, 1886, and who was arrested, tried and sentenced to 14 years in Manitoba Penitentiary.	9
4	D. J. Campbell.....	Fort McLeod.....	do 5...	6 40	A. Stansfield.....	do ...			
5	Major Rogers.....	Millford	do 7..	20 00	Mrs C. R. Rogers	do ...			
6	McArthur, Boyle & Allan.	Winnipeg	do 10...	1,000 00	McArthur & Knowles.	do ...	do ...		
7	Imperial Bank.....	do	do 12...	2 00	do ...	do ...			
8	E. H. G. G. Hay...	Portg. la Prairie	do 13...	20 00	Miss E. Hay	do ...			
9	Z. S. Hall	NewWestminster	do 7...	20 00	Toronto News Co..	Toronto	do ...	Destroyed in the burning of a postal car, on the 8th July last, on the Canadian Pacific Railway near Donald, B C.	10
10	F. Harper (Postmaster).	Bayfield, N.B.....	do 9...	105 56	Merchants Bank of Halifax.	Sackville, N.B...	Only $75 86 stated to have been received.	No evidence to account for the alleged discrepancy.	7

11	E. Kérouach.....	Montmagny.....	do	9...	25 00	Edouard Déris.....	Chateau Richer..	Stated not to have been received by person addressed.	Accidentally misdelivered at the Chateau Richer Post Office to a Mrs. Dorion. Contents made good by Postmaster at Chateau Richer.	3
12	J. B. Beaulieu.....	Amqui	do	12...	15 50	Canadian Tobacco Manufactory.	Joliette.	do ...	Stated to have been forwarded by the Rivière du Loup and Campbelton Mail Clerks in a registered package to Montreal; but whether this letter was received at the latter office could not be positively ascertained.	4
13	Joseph Gagnon.....	High Rock.....	do	19...	15 00	Ambroise Gagnon.	St. Irénée, Que..	Only $10 stated to have been received.	No evidence to account for the alleged discrepancy. Cover not preserved.	7
14	M. Pagé.....	Montreal	do	26...	5 00	Mágloire Pagé	Lac Masson.....	Stated not to have been received by person addressed.	This letter was received at the Lac Masson Post Office, and the Postmaster at that office, being unable to show what disposition was made of it, made good contents.	3
15	Rev. Mr. Fraser....	Dominionville...	do	31...	10 00	Turner, Rose & Co.	Montreal.....	do ...	The Postmaster of Dominionville, having failed to enter this letter upon the letter bill of the mail for the Canada Atlantic Railway with which it should have been despatched from his office, was held responsible for its loss, and made good contents.	3
16	Thomas Charest....	Métis....	Aug.	9...	23 00	Leclerc & Letellier	Quebec.....	Stated not to have been received by persons addressed.	This letter was despatched from Métis to Intercolonial Railway Mail Clerk (Rivière du Loup and Campbellton) going west. The latter, however, although acknowledging the receipt of the letter, was unable to show how he had disposed of it, and consequently made good contents.	3
17	George Reckie.....	Heathcote	do	12...	17 00	D. W. Thompson & Co.	Toronto	do	Stolen by a mail courier on the Clarksburg and Heathcote route, named Peter McBride, who was tried, found guilty, and sentenced to 5 years in the penitentiary. Amounts contained in letters were recovered from McBride.	8
18	J. Downs & Co.....	do	do	12...	20 62	D. M. Ferry & Co..	Windsor, Ont..	do		

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
19	Miss E. Gillen.....	Brantford.	Aug. 12...	15 00	F. W. Hunter.....	Hamilton.....	Only $11 stated to have been received.	No evidence to account for the alleged discrepancy.	7
20	J. Baker	Oscoda, Mich..	do 14..	5 00	Mrs. J. Baker.....	Casselman	Stated not to have been received by persons addressed.	Contained in registered package made up by Railway Post Office Kingston to Montreal for Canada Atlantic Railway Post Office, on 17th August, 1886, which is stated not to have reached the latter office. Enquiry failed to explain the disappearance of the packet.	2
21	Thos A Fish..	Harrasville, Mich	do 14...	20 00	Mrs A. Fish..	Brodie.....			
22	A. Macdonald	Cornwall.....	do 17...	25 00	D. McDermid.....	Athol.....			
23	A. B. McLennan...	Lancaster.	do 17..	100 00	J. Stuart	Maxwell...			
24	Pierre Marceau	Rivière à Pierre.	do 19...	25 00	George Marceau....	Ste. Méthode, Lac St. Jean, Co. Chicoutimi.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
25	Mrs. H. Doolan	Orillia	do 21..	18 00	Mrs. Jos. Wallace.	Toronto	Only $17 stated to have been received.	do do	7
26	Nap. Baillargeon...	Quebec.....	do 21...	37 00	P. Morin	St. Prime.....	Stated not to have been received by person addressed.	Lost or stolen in the Quebec Post Office after issue of certificate of registration. No evidence could be obtained of a nature to convict any individual employé of wrongdoing in the matter	4
27	MacLennan, Lidell & Cline.	Cornwall.	do 27...	384 30	Miss J. McK. McPherson.	South Lancaster	Only $284 30 stated to have been received.	No evidence to account for the alleged discrepancy.	7
28	P. O. Inspector.....	Barrie..	do 31...	7 00	W. Cunningham...	Midhurst	Stated not to have been received by person addressed.	This letter was stolen by Railway Mail Clerk L. P. McDonald, a railway mail clerk on Northern and Northwestern Railway, who was arrested, brought to trial, and sentenced	3

									to 5 years in penitentiary. Contents made good by McDonald's sureties. See Case No. 18, Class 2.	
29	Thos. Riley	Hepworth	do	31...	13 00	Thomas Luckson...	Walkerton	Only $7 stated to have been received.	No evidence to account for the alleged discrepancy.	7
30	Jacob Eldridge	Boston, Mass	Sept.	6...	15 00	Thos. Eldridge	Yarmouth, N.S.	Stated not to have been received by persons addressed	These letters were stolen out of the Upper Carlton P.O by a youth named Frank Miller, who made his escape from the country before he could be apprehended. Before leaving, however, he handed over the money contained in the stolen letters to another party, who returned it to the rightful owners.	8
31	do	do	do	7...	7 00	Mrs Cynthia Southern.	do			
32	Mde. F. Gagné	St. Sauveur de Quebec.	do	7...	18 00	Augusta Richard..	Matane	do	This letter was dispatched from St. Sauveur to Quebec on 7th Sept., 1886, and duly received at the latter office, where, however, further trace of it was lost.	4
33	Octave Jacques	Quebec.	do	9...	566 29	Mars Belley.	Chicoutimi	do	This letter is acknowledged as having been received at the Quebec Post Office, but of its dispatch thence there is no trace.	4
34	Henry Robinson	Port Elgin	do	11...	21 00	C. H. Hubbard	Toronto	do	Stated to have been contained in a registered package despatched from Port Elgin to Toronto on the 11th Sept., 1886, but to have failed to reach the latter office. Cause of failure undiscoverable.	2
35	John Byrns	Bartibogue Bridge.	do	15...	10 00	Mrs. John Byrns..	Pockmouche, N.B.	Only $5 stated to have been received.	No evidence to account for the alleged discrepancy.	7
36	The Postmaster	Wilkesport	do	16...	22 00	Montreal Bank	Sarnia	Stated not to have been received by persons addressed	Believed to have been stolen by a courier on the Sarnia & Wallaceburg route, who was improperly entrusted by the Postmaster of Sombra with the duty of locking the mail bag for Sarnia on the 17th and 20th Sept., 1886. Evidence, however, was not sufficient to warrent prosecution. Contents made good by the Postmaster of Sombra.	8
37	Samuel Whitely	Sombra	do	17...	4 00	Johnson & Mills	do			
38	do	do	do	20...	5 00	J. G. McCrae	do			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada

No.	Name of Writer.	Where Mailed	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
39	Mrs. D. Daley	Montreal	Sept. 24	1 00	D. Daley	Ste. Anne de Bellevue.	Stated not to have been received by person addressed.	This letter was accidentally mis-delivered at the Ste. Anne de Bellevue Post Office and the Postmaster of that office accordingly made good contents.	3
40	A. McIlroy	Leafield	do 24	1 00	John White	Madoc	do	These letters were stolen by burglars from the Madoc Post Office on the night of 25th Sept., 1886. No clue obtained to the perpetrators of the robbery.	9
41	Edward Pope	WestHuntingdon	do 23	20 00	Mrs. Pope	Eldorado			
42	A. F. Wood	Madoc	do 25	147 00	D. McGee	Toronto			
43	G. H. Brown	do	do 25	5 00	James & Taylor	Bridgewater			
44	J. V. Heraunce	La Baie, Que.	do 28	4 00	Mdle. A. Delorimier.	St. Boniface			
45	A. Trudelle	Lorette	do 28	25 00	A. Trudelle	Winnipeg			
46	E. McFarlane	Dundas	do 28	15 00	Jno. Wells	do			
47	Registrar, County Simcoe.	Barrie	do 29	1 49	J. A. Ovas	Souris			
48	W. A. Preston	Ottawa	do 30	5 00	Miss A. Christie	Cook's Creek			
49	F. Hawken	do	do 30	35 32	D. J Smith	Winnipeg		Contained in mails burnt with postal car near Gilbert Station on the line of the Canadian Pacific Railway, on the 3rd Oct., 1886.	10
50	Pierre Bertran l	Montreal	do 30	10 00	Thos Bertrand	St. Boniface			
51	Paschal Cyr	St. Scholastique.	do 30	12 00	Stanislas Cyr	Morris			
52	M. McKeand	Montreal	do 30	25 00	E. J. McKay	Winnipeg			
53	P. S. Ross	do	do 30	11 66	T N Fairbanks	do			
54	Geo. H. Rowell	do	do 30	4 00	Geo. H. Hadskiss	do			
55	Union Bank	do	do 30	10 00	Union Bank of L C.	do			
56	Geo. B. Day	Port Arthur	Oct. 1	1 20	Afred Jones	do			
57	Jos. Buisson	High Rock, Que.	do 2	30 00	Onésime Buisson	Mont Carmel	Only $20 stated to have been received	No evidence to account for the alleged discrepancy.	7
58	William Nolte	Listowel	do 22	2 00	Wilhelm Nolte	Einbeckhausen, Germany.	Stated to have been received without contents.	Evidence in this case pointed strongly to the conclusion that the abstraction was committed at the Listowel Post Office, and the Postmaster of	5

									that office accordingly made good the loss.	
59	John G. Gorman...	Dacre	do	22...	3 50	Elias Holstein	Shawville, Que...	Only $1.50 stated to have been received	No evidence to account for the alleged discrepancy.	7
60	W. Andrews	Green River	do	25...	53 13	Sawyer & Co.....	Hamilton	Stated not to have been received by persons addressed.	This letter was duly despatched from Green River to Peterboro', and appears to have been received at the Peterboro' Post Office, where further trace is lost. The Postmaster of Peterboro', acknowledging the responsibility of his office, made good the contents.	3
61	Wm. Thornbury ..	Glenarm..	Nov.	1...	22 00	Daniel McLean	Toronto	Stated not to have been received by person addressed.	This letter was not entered upon the Letter Bill of the mail from Glenarm for Midland Railway Mail Clerk going south, of 1st Nov., 1886, with which it should have been despatched, and is stated by the latter officer not to have been in the mail when received by him. The Postmaster of Glenarm was accordingly held responsible for the loss of the letter, and made good contents.	3
62	John Webster....	Brockville.....	do	10...	1032 75	Bennett & Connell	Spencerville.. ...	Only $1,002.75 stated to have been received.	No evidence to account for the alleged discrepancy.	7
63	H. T. Bickmore...	Alport.....	do	13 ..	10 00	J. B. Armstrong Mfg. Co.	Guelph.....	Stated not to have been received by persons addressed.	This letter is stated to have been despatched from Alport to Northern Railway P.O. on 13th Nov., 1886. The clerks on duty state that no mail was received from Alport on that day; but as they failed to report the fact at the time, they were held responsible, and made good contents.	3
64	W. Doelle	Berlin	do	15...	9 10	S. Smith	Listowel	do ...	Evidence in this case indicated that the letter was misdelivered at the Listowel Post Office, and the Postmaster of that office accordingly made good contents.	3

Report No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts					
65	R. Shorthill.....	Ballinafad, Ont..	Nov. 17...	16 50	Dom. Grange Fire Association.	Owen Sound	Only $6.50 stated to have been received.	No evidence to account for the alleged discrepancy.	7
66	A. Bennett.....	Parkhill.....	do 23...	0 50	Real Pen Works Co.	Windsor, Ont.....	Stated not to have been received by persons addressed.	Believed to have been stolen by a lad of 9 years of age, who had improperly been allowed access to the Parkhill Post Office. Contents made good by the Postmaster of Parkhill.	3
67	F. C. Deitch	Cayuga	do 25..	46 41	Bank of Hamilton	Hagaesville.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
68	S. Beemer	Drumbo	Dec. 4...	10 00	Edwd. Daly & Co.	Napanee	....	The Drumbo Post Office was entered by burglars on the night of 4th Dec., 1886, and these letters were rifled of their contents. No clue to the perpetrators of the theft The security afforded to these registered letters at the Drumbo P.O. not appearing to have been satisfactory, the P.M. of Drumbo was held responsible and made good losses.	8
69	B. F. Churchill.....	do	do 4...	2 00	B. F. Churchill	Bronte	....		
70	W. A. Brandy	do	do 4...	0 75	Peter Scott	Stratford	....		
71	Lanthier & Bain...	St. Polycarpe....	do 6...	100 00	P. P. Martin & Co.	Montreal	Missed in the Montreal P O. after a partial registration.	Evidence taken in this case showed that the letter had disappeared in the Montreal Post Office. Contents of the letter made good in equal proportions by three employés in the Montreal Post Office concerned in its treatment and registration.	3

										thus obtained payment for it. Loss made good by the Postmaster at Orillia.	
80	F. Bisson.	Lyster Station	do	29	32 00	Stroud Bros	Montreal	do	...	No trace owing to want of registration.	
81	Benny, McPherson & Co.	Montreal.	do	30	6 50	J. E. Livernois	Quebec	do	...	do	1
82	Geo. Ballantyne	Alexandria Station.	Oct.	1	35 00	Mrs. Geo. Ballantyne.	Sherbrooke, Que.	do	...	do	
83	Paul Kelly	Ottawa	do	3	12 00	Mrs. Paul Kelly	Toronto	do	...	There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
84	E. M. Middlemiss.	Ingersoll	do	4	2 00	Miss Stark	do				
85	J. B. McWilliams.	Peterboro'	do	4	5 00	Minnie McWilliams	Ottawa	do		No trace owing to want of registration.	
86	J. A. Gemmill	Ottawa	do	9	1 00	A. W. Ogilvie	Montreal	do	...	do	
87	P. Raby	do	do	9	1 00	"Le Monde"	do	do	...	do	1
88	L. H. Lachance	Quebec	do	15	40 00	C. Dufresne	Montmagny	do	...	do	
89	J. McMyn	Victoria, B.C.	do	16	15 00	Mrs. J. McGregor.	Victoria, B.C.	do	...	do	
90	Wm. Downie.	Port Moody, B.C	do	20	15 00	Miss M Downie	Barrie	do	...	do	
91	Thomas H. Brooks.	London, Ont.	Oct.	21	5 00	Miss Brooks	Toronto	do	...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
92	Miss A. Armstrong	North Wakefield	do	21	10 00	Mrs. W. J. Fairbairn.	Ottawa	do	...	No trace owing to want of registration.	
93	Ellen M. Gorman.	Dacre	do	22	3 50	Ellis Holstein	Shawville	do	...	do	
94	W. C. May.	Port Arthur	do	25	10 00	Mrs W. C. May	Collingwood	do	...	do	
95	Mrs. Jas. Botsford.	Fort William.	do	25	2 00	Mrs. J. L. Cox	do	do	...	do	
96	U. Scullin	Neilsonville	do	27	5 00	H. Scullin	Hull	do	...	do	1
97	M. Duprat fils	Ottawa	do	29	15 00	P. U. Duprat	St. Maurice	do	...	do	
98	Mrs. J. Wallwork.	Carleton Place Junction Letter Box.	do	29	1 00	Mrs. Conway.	Ottawa	do	...	do	
99	Wm. Gorrie	Toronto	do	—	2 25	D. Gorrie	Haliburton	do	...	do	

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
100	Mary L. McKenzie.	Winnipeg & Port Perry P.O. car	Oct. 30...	10 00	Miss B. Doel	Toronto	Stated not to have been received by person addressed.	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
101	Jane Wallace.	Montreal.....	Nov. 2...	6 00	James Wallace. ...	Inverness, Que..	do ...	No trace owing to want of registration.	
102	Wilson & Young...	Seaforth.....	do 4...	25 15	Hamilton Coffee and Spice Co.	Hamilton.	do ...	do	1
103	R. H. Hazleton. ...	Albert Canon. ...	do 7...	9 00	J. Singer.....	Toronto.....	do ...	do	
104	G. Young	Beaverton	do 8...	3 00	Geo. Young.....	Port Perry.....	do ...	do	
105	N. Hobson.....	Wolf Creek.	do 11...	10 00	Mrs. Hobson.....	West Toronto Junction.	do ...	do	
106	T. Barrett.....	Hull.....	do 11...	15 00	J. & J. Taylor.....	Toronto	do ...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
107	Mrs. N. L. Taschereau.	La Beauce.....	do 15...	2 00	R. A. Taschereau.	Quebec.	do ...	No trace owing to want of registration.	
108	Daniel Delaney....	Dalhousie, N.B..	do 16...	12 00	T. W. Bell.	St. John, N.B. ...	do ...	do	
109	Merchants Bank of P.E.I.	Charlottetown, P.E.I.	do 17...	100 00	Messrs. A. J. McLeod & Co.	Stanley Bridge, P.E.I.	do ...	do	
110	E. Marcus.....	Montreal..	do 17...	11 00	Mrs. Marcus.....	Quebec.....	do ...	do	
111	Chas. Huot.....	do	do 22...	8 00	Mde. C. Huot.	Ange Gardien, Que.	do ...	do	1
112	E. Mousseau.....	Hull..	do 22...	13 60	J. W. Marling	Montreal.....	do ...	do	

113	C. Farrow	Douglas	do	22...	10 00	Mrs. C. Farrow	Toronto	do	..	do		
114	J. Mathieu	Quebec	do	22...	3 00	J. Mathieu	St. Prime	do	...	do		
115	Mrs. Wm. Fountain	Beaverton	do	22...	5 00	Alex. Brain	Port Perry	do	...	do		
116	James Ross	Mount Stewart, P.E.I.	do	27...	14 28	Bank of Nova Scotia.	Charlottetown, P.E.I.	do	...	do		
117	J. W. Bates	Flesherton	do	29...	10 00	Stuart Bates	London, Ont	do		There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4	
118	James T. Oliver	Cloverdale, B.C.	do	—...	8 60	Chas. Stark & Co.	Toronto					
119	J. H. Dodds	Deseronto	Dec.	1...	8 00	Mrs. J. H. Dodds	Portsmouth, Ont	do	...	No trace owing to want of registration.		
120	Percy Boldrick	Kingston	do	1...	25 00	James Boldrick	Stirling	do	...	do		
121	D. McDonald	Harrison's Corners.	do	1...	1 00	C. W. Mitchell	Ottawa	do	...	do		
122	R. C. Rolph	Trenton	do	3...	3 00	Mrs. R. C. Rolph.	Belleville	do	...	do		
123	Geo. Williamson	Bonny River Station.	do	4...	30 00	De Forest, Harrison & Co.	St. John, N.B.	do	...	do	1	
124	Fred. Beatty	St. George	do	6...	3 00	Mrs. Fred. Beatty.	Hamilton	do	...	do		
125	Wm. Harper	Selkirk	do	8...	30 00	Winslow & Webber	do	do	...	do		
126	Mrs. Russell	Waubashene	do	9...	2 00	Mrs. Deschenes	Midland	do	...	do		
127	Mrs. P. Rabey	Ottawa	do	9...	1 00	"Le Monde"	Montreal	do	...	do		
128	H. B. D. Bruce	do	do	10...	4 00	A. Mason	Ottawa	do	...	do		
129	Ira McCarthy	Cobourg	do	11...	25 00	Ontario Tea Corporation.	Toronto	do	...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4	
130	A. Gibson	Vermillion Bay.	do	13...	1 50	James McGregor	Rat Portage	do	...	No trace owing to want of registration.		
131	Mrs. C. J. Fox	Delaware	do	14...	2 00	Mrs. Girdleston	Amherstburg	do	...	do		
132	Miss A. Hamilton	Peterboro'	do	18...	5 00	Miss Hamilton	Ottawa	do	...	do		
133	Sister St. Paschal	Charlottetown, P.E.I.	do	19...	30 00	Rev Sister St. Louis de Gonzague.	Quebec	do	...	do		
134	W. Johnston	Sarnia	do	20...	2 00	John R. Duncan	Brigden	do	...	do	1	
135	Mrs. E. C Fry	Quebec	do	20...	6 00	Miss Edith Fry	Parkdale	do	...	do		
136	L. Ouimet	St. J. B. de Montreal.	do	20...	3 00	Adélard Ouimet	Ottawa	do	...	do		
137	W. A. Austin	Ottawa	do	20...	10 00	Miss M. M. A. Austin	Montreal	do	...	do		
138	W. T. Williams	London, Ont	do	21...	3 00	J. Anderson	Haliburton	do	...	do		
139	Cassie Paul	Iroquois	do	21...	8 00	Lizzie Paul	Owen Sound	do	...	do		

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No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1886.	$ cts.					
140	Miss F. Bayley	Montreal.	Dec. 21...	13 00	M. W. Bayley.....	Toronto	Stated not to have been received by person addressed.	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
141	Chief Justice Austin.	do	do 22...	20 00	Bury Austin	Pierreville, Que.	do ...	No trace owing to want of registration.	1
142	B. Gearey.....	Toronto	do 22...	5 00	David Spence.....	Peterboro'.....	do ...	do	
143	Lt.-Col. Pope.....	Quebec.	do 22...	1 25	Mrs. Whitaker.....	Shanty Bay, Ont	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
144	do	do	do 25...	1 25	do	do ...	do ...	do	
145	Sarah Dible.....	Windsor.....	do 23...	6 24	Mrs. S. Dible.....	Duntroon.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	
146	M. B. Morris.....	Pogamassing, C.P.R.	do 23...	10 00	S. Ross.....	Pointe aux Trembles.	do ...	do	1
147	A. Reesor.....	Markham.	do 24...	14 00	Mrs. J. M. Read....	Toronto...	do ...	do	
148	A. Douglas.....	Petrolea	do 24...	4 10	W. G. Willoughby	Walnut.....	do ...	do	
149	Geo. Fisher.....	do	do 25...	25 00	Noxon Bros.	Ingersoll.....	do ...	do	
150	H. J. Bowen.....	London, Ont.....	do 25...	15 00	Mrs. E. Bowen.....	Toronto	do ...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
151	Wm. Mitchell.....	Point Edward Station.	do 26...	5 00	Merchants Union Law Collection Association.	Hamilton	do ...	No trace owing to want of registration.	1

152	Geo. Burns	London, Ont	do	27...	5 00	James O'Connor...	Stratford	do	...	do		
153	G. R. Odell	Sherbrooke	do	27...	1 50	Mr. Mescatt	Toronto	do	...	do		
154	G. E. Starnes	Montreal	do	29..	2 00	Geo. Starnes	St. Laurent	do	...	do		
155	Alfred Danis	do	do	29...	1 25	Alfred Danis	St. Vincent de Paul.	do	...	do		1
156	John Barnes	Wiarton	do	29...	5 00	Miss M. Barnes	Toronto	do	...	do		
157	O. Cousineau	Sarsfield	do	29...	5 00	"La Minerve"	Montreal	do	...	do		
158	Robt. Campbell	Winnipeg	do	29...	15 00	Mrs. R. Campbell	Seaforth	do	...	do		
				1887.								
159	Dr. Playter	Ottawa	Jan.	3...	2 00	"The Mail"	Toronto	do	...	do		1
160	Rev. T. R. Earl	Amherstburg	do	4...	10 00	Rev. W. Briggs	do	do	...	There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.		4
161	John Hugill	St. Thomas	do	4...	0 80	"Toronto World"	do	do	...			
162	Dr. J. D. Stark	Digby, N.S	do	5...	1 00	"Globe" Printing Co.	do	do	...			
163	M. Foote	London, Ont	do	17...	2 00	Rev. W. Briggs	do	do	...			
164	Rev. Jno. Gibson	Norwood	do	18...	3 68	D. Kemp	do	do	...			
165	J. T. Thorpe	Windsor	do	24...	2 30	Rev. W. Briggs	do	do	...			
166	Miss E. Bigaouette	St. Sauveur	do	4...	5 00	Rev. F. J. Bigaouette.	Archville	do	...	No trace owing to want of registration.		
167	Sarah A. Perdue	Kingston	do	5...	3 00	Mrs. S. Perdue	Toronto	do	...	do		
168	Miss M. Sexton	Arnprior	do	5...	3 00	W. F. Sexton	do	do	...	do		1
169	Mrs. H. Latourelle	Montreal	do	5...	20 00	Mrs. J. E. Smith	Ottawa	do	...	do		
170	E. N. Bourcier	do	do	7...	5 00	Mde. E. N. Bourcier	do	do	...	do		
171	Amable Pilon	Dorval	do	7...	2 00	Frère Roy	Archville	do	...	do		
172	A. Irving	Pembroke	do	10...	2 94	T. E. Thwaites	Beachburg	do	...	Contained in portion of Pembroke mail for Beachburg of 10th January, 1887, accidentally destroyed whilst mail clerk between Ottawa and North Bay was exchanging mails at Govt. road crossing with mail Courier for Forrester's Falls. See also cases Nos. 93 and 94, class I.		10
173	A. Benn	Montreal	do	11...	17 50	W. S. Cluff	Ottawa	do	...	No trace owing to want of registration.		
174	Miss H. Moore	do	do	12...	5 00	Miss E. Moore	St. Catharines	do	...	do		
175	J. Scobie	North Gower	do	13...	1 00	C. W. Mitchell	Ottawa	do	...	do		
176	C. J. Warwick	Kingston	do	21...	11 00	Mrs. Warwick	Smith's Falls	do	...	do		1
177	W. P. Watson	Quebec	do	28...	10 00	Miss J. Watson	Ottawa	do	...	do		
178	A. Shirreff	Almonte	do	29...	6 00	Mrs. A. Shirreff	Almonte	do	...	do		
179	D. F. Smith	London, Ont	do	29...	5 00	Mrs. D. F. Smith	Burlington	do	...	do		
180	Miss Seeton	Winnipeg	do	30...	5 00	A. B. Mitchell	Halifax, N.S	do	...	do		
181	H. J. Duffitt	Kinnear's Mills	do	31...	1 00	Globe Printing Co.	Toronto	do	...	do		

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No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts.					
182	J. Smith.....	Buffalo, N.Y.....	Jan. 26...	7 00	Globe Printing Office.	Toronto.....	Stated not to have been received by person addressed.	Stolen by Arthur Pinel, a clerk in the Toronto Post Office, who was tried, found guilty, and sentenced to 7 years in the Penitentiary. Contents recovered.	3
183	Rev. Père Lefebvre	Montreal.....	Feb. 1...	31 00	Rev. Père Tielen .	Ste. Anne de Beaupré.	do ...	No trace owing to want of registration.	
184	E. Malo.....	do	do 2...	5 00	Mde. Bissonnette...	Ottawa.....	do ...	do	
185	Miss Lafontaine....	Ottawa.	do 2...	3 00	Mrs. L. J. Guthrie.	St. Catharines...	do ...	do	
186	Mrs. J. McPyke....	Cobden Railway Station.	do 2...	6 50	Bate & Co.....	Ottawa.....	do ...	do	
187	L. R. Stevens.....	Smith's Falls....	do 5...	4 00	W. C. Chalmers...	do	do ...	do	
188	do	do	do 5...	5 00	Mrs. F. Stevens....	New Edinburgh.	do ...	do	
189	M. E. O'Meara	Quyon.....	do 5...	5 00	J. O'Meara.	Toronto	do ...	do	
190	Mrs. Beauchamp...	Montreal.....	do 7 ..	2 00	Miss R. Miron.	Ottawa.....	do ...	do	
191	Jas. K. Nelson	Sarnia	do 7...	3 00	Mrs. Robt. Laird...	Petrolea	do ...	do	
192	Mrs. H. M. Cochrane.	Belleville.	do 7...	26 00	D. R. Myers.....	Trenton.....	do ...	do	
193	H. Chateauvert ...	Montreal..	do 9...	20 00	H. J. Pitts.....	St. John, N.B....	do ...	do	
194	Penman Manufacturing Co.	Paris, Ont	do 12...	3 25	Dundas Screw Co .	Dundas.	do ...	do	
195	Andrew Clark.....	Valleyfield..	do 18...	3 10	J. Dougall & Son..	Montreal.....	do ...	do	
196	Mrs. T. Lennox....	Barrie.....	do 21...	4 00	Mrs. A. Laurie	Toronto...	do ...	do	
197	L P. Gauvreau. ...	Quebec.....	do 23...	5 00	Commissioner of Patents	Ottawa.....	do ...	do	1
198	F. C. Vanbuskirk.	Archibald, Man.	do 25...	12 00	Mrs. J. D. Vanbuskirk.	Winnipeg	do ...	do	
199	T. Workman.....	Peterboro'.....	do 28...	5 00	Smith's M. & L. R. Agency.	Toronto	do ...	do	
200	Mrs. Geo. Monkman.	Barrie Station ...	do 28...	0 40	Miss L. A. Stackhouse.	do	do ...	do	
201	P. Lapointe.....	Montreal.....	do 28...	4 00	Mme. P. Lapointe.	Quebec..	do ...	do	
202	do	do	do 28...	6 00	Antoine Blondeau.	do	do ...	do	

203	Jas. A. Daniels....	Petrolea..	.....		0 50	Principal Brush Maker.	Toronto...	do	...	do	.....		
204	J. Poupore.	Ottawa.....	March	1...	0 50	P. Desjardins.	Hull.	do	...	do	.....		
205	Léonard Beaudry .	St. Hyacinthe....	do	2...	2 50	H. R. Millar	Montreal.	do	...	do	.....		
206	Wm. Massie	Kingston.	do	4...	8 00	Jno. Rennie	Toronto	do	...	do	.....		
207	Mrs. T. Goulter. ...	Portage la Prairie.	do	4 ..	18 00	Mrs. Holmes.....	Winnipeg	do	...	do	.....		
208	John Bott.....	ChapleauStation	do	9...	3 00	Thos. Marks & Co.	Port Arthur	do	...	do	.....		
209	Wm. Thexton.....	Millbrook	do	11...	5 14	S. D. Webster	Glandine.	do	...	do	.....		
210	J. C. Ward.	Tottenham..	do	17 ..	2 00	Mrs. E Ward.	Hamilton.	do	...	do	.....		
211	Miss Muckleston ...	Kingston.	do	20...	1 00	Rev. J. W. Muckleston.	Ottawa....	do	...	do	.....		
212	J. Burge.....	Cypress Hills....	do	21...	30 00	W. H. Burge.....	Winnipeg.....	do	...	Believed to have been stolen from the Winnipeg Post Office by a youth named Robert Bryant who was detected opening letter boxes in that office and examining the contents thereof. Bryant was arrested and committed for trial on a charge of unlawfully opening letters and sentenced to 3 months in gaol at hard labor. See case No. 235, class II.		9	
213	J. H. Haverson. ...	Carman, Man....	do	22...	20 00	A. Gutton	Owen Sound.....	do	...	No trace owing to want of registration.			
214	Jennie Allen.	Port Dover.....	do	28...	1 00	Stuart Allan.....	Toronto	do	...	do	.....		
215	James Boyd	Mitchell..	do	28...	9 50	Agnes Boyd	Wingham	do	...	do	.....		
216	H. B. Merrick.....	Irish Creek Ry. Station.	do	31...	55 00	Wm Manson.	Peterboro'	do	...	do	.....		
217	Samuel Ball	Little Current...	do	—...	25 00	E. R. Carpenter....	Collingwood.....	do	...	do	.....		
218	Mlle A. Blais.....	St. Valier.....	April	1 ..	4 00	A. Blais	Montmagny.....	do	...	do	.....		
219	Rev. Mr. Bennett...	Almonte.	do	2...	25 00	J. Kavanagh.....	Ottawa.....	do	...	do	.....		
220	Mrs. B. Hughes....	Tracadie Cross..	do	5...	2 00	Mrs. StephenMyers	Charlotteto w n, P E I.	do	...	do	.....		
221	John Sharp.	Cannington.....	do	5...	8 25	Geo. Snarp.....	Port Hope.....	do	...	do	.....	1	
222	Hon. Thos White.	Ottawa	do	5...	20 00	Thos. Hackett	Hockley.....	do	...	do	.....		
223	Miss J. Johnstone	Pendleton	do	8...	15 00	L. Johnstone.....	Kingston..	do	...	do	.....		
224	Lambert & Walsh.	Kingston..... ..	do	11...	1 04	Dominion Bank ...	Toronto	do	...	do	.....		
225	A. McNaughton....	Postal Car at Sudbury.	do	12...	2 00	Miss McNaughton.	do	do	...	do	.....		
226	J. Fairbairn	Spencerville	do	16...	1 00	W. Fairbairn.	Ottawa.	do	...	do	.....		
227	L. O. Bailey	Colborne.....	do	18...	2 15	Thos. O'Neill.....	Paris, Ont.....	do	...	do	.....		
228	Mrs. Morton.	London, Ont	do	19...	2 00	Arthur Tupper.....	Waterford	do	...	do	.....		
229	C. C. Lusk.....	Bancroft..	do	20...	25 00	Mrs. C. C. Lusk....	Ottawa.....	do	...	do	.....		
230	H. Roberts.....	Postal Car at Sharbot Lake.	do	23...	15 00	Millan Bros.	Kingston.	do	...	do	.....		

REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstractjon from, or loss of Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1887.	$ cts					
231	Peter Shaw.	Hawkstone	April 23...	36 30	..ick, Ridout & Co.	Toronto	Stated not to have been received by person addressed.	No trace owing to want of registration.	
232	E. Emond	Ottawa	do 27...	15 00	Mme. X Emond ...	Valleyfield.....	do ...	do	1
233	W. J. McKinley....	Allandale	do 28...	12 00	D. Gordon	Toronto	do ...	do	
234	J. C. T. Cochrane.	Brockville	do 29...	3 00	A. S. Cochrane....	Ottawa.....	do ...	do	
235	Geo. Anderson.....	Grenfell.....	do 30...	10 00	Osler, Hammond & Nanton.	Winnipeg.....	do ...	Believed to have been stolen from the Winnipeg Post Office by a youth named Robert Bryant. See case No. 212, class II.	9
236	Miss Mary Bremner	Halifax, N.S.....	May 2...	4 00	Isaiah Bremner.....	Mahone Bay	do ...	No trace owing to want of registration.	
237	Chas. Edwards	Fairville, N.B ...	do 2...	1 00	Wm. Hogdon.....	Clarendon Station, N.B.	do ...	do	
238	Chas. R. Smith.....	Lanark.....	do 2...	2 00	A. W. Fumerton ...	Almonte	do ...	do	
239	Martha Kennedy...	Madoc	do 6...	15 00	Mrs. W. Kennedy.	Bobcaygeon	do ...	do	
240	J. B. Filion.....	Montreal	do 7...	4 00	Mme. J. B. Filion.	Quebec	do ...	do	
241	Chas Shore.....	Winnipeg.....	do 8...	7 00	Thos Fisher	Albion	do ...	do	
242	Chas. Hardy.....	Toronto	do 9...	2 00	Jno. Dougall & Son	Montreal	do ...	do	
243	S. Irwin	Neustadt	do 10...	1 00	Globe Printing Co.	Toronto	do ...	do	
244	Miss C. Johnston..	Becancour Stat'n	do 10...	3 00	Miss Aggie Johnston	Montreal	do ...	do	
245	J. Rollitt.....	Montreal.....	do 12 ..	2 09	John Durie & Son.	Ottawa.	do ...	do	
246	Miss Aggie Brown.	Lanark.....	do 17...	5 00	Miss Carrie R. Brown.	Almonte	do ...	do	
247	Miss F. Price	Trenton	do 20...	3 71	W. C. Pew	Toronto	do ...	do	
248	Joseph Teal	Intercolonial Bridge.	do 21...	20 00	George Lever.....	Netherby	do ...	do	
249	C. H. Gagnon.....	Grande Ligne ...	do 25...	4 00	C. H Gagnon	Montreal	do ...	do	1
250	Cochrane, Cassils & Co.	Montreal	do 26..	10 00	H. Graham.	Kinmount	do ...	do	
251	C. A. Demers.....	Lévis	do 28...	7 00	Société des Publications Francaises	Montreal	do ...	do	
252	A. Nicholson	Toronto	do 28...	7 00	Mrs. T. Nicholson.	Kingston	do ...	do	

253	N. Lemieux	Montreal	do	29...	10 00	Jos. Lemieux	St. Roch, Quebec	do	...	do		
254	Alfred Boisvert	do	do	30...	2 00	Mme. A. Boisvert	Chêneville	do	...	do		
255	Jno. F. Gemmel	Chatham, N.B	June	1...	3 00	S. E. Lefebvre	Montreal	do	...	do		
256	John Yecabeck	Renfrew	do	1...	2 00	do	do	do	...	do		
257	J. W. Wurtele	Quebec	do	3...	1 50	do	do	do	...	do		
258	G. M. Jarvis	Moncton, N.B	do	4...	3 00	do	do	do	...	do		
259	John Fisher & Co	Montreal	do	4...	2 00	A. S. Woodburn	Ottawa	do	...	do		
260	E. McCall	Ottawa	do	4...	5 00	Mrs. E. McCall	Kingston	do	...	do		
261	D. M. Curry	Sydney, N.S	do	7...	1 50	S. E Lefebvre	Montreal	do	...	do		
262	B. L. Felby	Toronto	do	7...	1 00	do	do	do	...	do		
263	R. W. Thornton	Thistledown	June	8...	7 00	Mrs. R. W. Thornton	Dalston	do	...	do		
264	Stephen Peace	StrathclairStat'n	do	9...	100 00	Stobart Sons & Co	Winnipeg	do	...	Believed to have been stolen from Winnipeg Post Office by a youth named Robert Bryant. See case No. 212, class II.		9
265	Denis Ouellette	Amherstburg	do	10...	1 25	S. E. Lefebvre	Montreal	do	...	No trace owing to want of registration.		
266	Chas. E. Coote	Quebec	do	10...	1 50	do	do	do	...	do		
267	J. H. Haslam	County Line Ry Station, P.E.I	do	15...	47 00	Bank of Nova Scotia	Charlottetown	do	...	do		
268	Jas T. Orkney	Quebec	do	27...	24 00	T. J. Claxton & Co	Montreal	do	...	do		1
269	H. Millier	St. Hyacinthe	do	27...	10 00	Laviolette & Nelson	do	do	...	do		
270	Robt. Orr	Barrington	do	28...	5 00	Faucher & Son	do	do	...	do		
271	Oliver Emery	St John, N.B	do	28...	10 00	Mrs. Capt. Swatridge	St. Martins, N.B	do	...	do		
272	R. C. Carter	Montreal	do	30...	10 00	Mrs. Julia Carter	Windsor	do	...	do		
273	J. E. Coderre	Ste. Anne de Prescott	do	30...	6 00	Cadieux & Dérome	Montreal	do	...	do		

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RECAPITULATION.
Classification of Cases.

	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed; but for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office	.....	239
2 Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.	23	
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good	34	4
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered	24	19
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by the officers responsible	12	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered	.....	3
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	26	4
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails *en route*, the contents of which (or a portion thereof) were recovered or made good	12 56	3
9. Letters stolen from the Post Office or mails *en route*, the contents of which were not recovered	17	1
10. Letters accidentally destroyed during course of Post		
Totals	204	273

iii

WILLIAM WHITE, *Secretary.*

A. W. McLELAN, *Postmaster-General.*

REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during wise, showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.	—	—	—
DEAD LETTERS—			
Returned from Great Britain	10,106		
do United States	91,890		
do Newfoundland	614		
do New South Wales	209		
do Victoria	141		
do New Zealand	67		
do Mexico	53		
do Other colonies and foreign countries	272		
	103,352		
LESS—Registered, accounted for below	1,899		
		101,453	
Returned from Post Offices in Canada, classified as follows:			
Registered Letters (including those of foreign origin)	14,467		
Letters found to contain value, and recorded	2,826		
		17,293	
Ordinary Dead Letters originating in Canada (including 10,529 on hand 30th June, 1886)	226,532		
Dead Letters, originating in other countries	96,402		
do with printed addresses of senders	29,109		
do with official franks	9,263		
Returned Dead Letters, *i. e.*, Letters sent out from Dead Letter Office, and again returned unclaimed.	52,495		
Dead Books, Parcels, &c. (including 1,373 on hand on 30th June, 1886)	17,670		
Circulars, Postal Cards, &c	178,499		
		609,970	
			728,716
Carried forward			728,716

No. 9.

the Year ended 30th June, 1887, and of their contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS—				
Returned to Great Britain, including all foreign letters not enumerated below; of these were registered (537)	.....	19,560		
Returned to the United States; of these were registered (741)	.....	75,944		
Returned to Newfoundland; of these were registered (4)	.....	308		
Returned to New South Wales; of these were registered (3)	.....	98		
Returned to New Zealand; of these were registered (2)	.....	63		
Returned to Victoria; of these were registered (1)	.....	59		
Returned to other colonies and foreign countries; of these were registered (15)	.....	364		
(1,303)			96,396	
(On hand 30th June, 1887, and since returned to countries of origin, 6 letters)				
Registered Letters returned to writers, including those of foreign origin	13,298			
Registered Letters in Dead Letter Office awaiting claim	74			
do in hands of Postmasters	2			
do failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c.; found to be of no value, and destroyed	1,093			
		14,467		
Letters containing value returned to writers	2,665			
do do in Dead Letter Office awaiting claim	157			
Letters containing value in hands of Postmasters	3			
do do destroyed by fire in Postal Car in transit	1			
		2,826		
			17,293	
Ordinary Dead Letters returned to writers	188,676			
do do remaining on hand on 30th June, 1887	7,849			
Ordinary Dead Letters with printed addresses returned to senders	29,109			
Ordinary Dead Letters returned to Government Departments	9,263			
		234,897		
Dead Letters without signatures or post-marks, accounts, &c., destroyed	131,466			
Returned Dead Letters destroyed	52,495			
		183,961		
Dead Books, Parcels, &c., returned to senders	10,304			
do do of no value, disposed of	6,401			
Carried forward	16,705	418,858	113,689	.....

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—
Brought forward			728,716
SPECIAL LETTERS classified as follows :—			
Registered Letters, received for better address, postage, &c.	7,145		
Letters found to contain value, received for better address, postage, &c.	1,600		
		8,745	
Ordinary Letters on hand 30th June, 1886.	933		
do received for postage	35,031		
do do better address.	19,722		
		55,686	
Drop Letters received for postage		6,650	
Unpaid or short-paid Letters for foreign countries on hand, 30th June, 1886	144		
Unpaid or short-paid letters for foreign countries received.	11,744		
		11,888	
Returned Dead Letters		3,015	
Postal Cards received for postage	4,793		
do do better address	4,438		
		9,231	
Circulars received for postage	1,660		
do do better address	1,171		
		2,831	
Books, Parcels, &c., received for postage, better address or not claimed (exclusive of those still on hand from previous years). Of these 1,730 contained enclosures		6,980	
			105,026
Carried forward			833,742

Canada, during the Year ended 30th June, 1887, &c.—*Continued.*

received with the disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward	16,705	418,858	113,689	
DEAD LETTERS—*Concluded.*				
Dead Books, Parcels, &c., remaining in Dead Letter Office	965			
		17,670		
Circulars, Postal Cards, &c., destroyed, or otherwise disposed of		178,499		
			615,027	
				728,716
SPECIAL LETTERS :—				
Registered Letters, returned to writers	2,227			
do forwarded to address	4,833			
do in Dead Letter Office awaiting claim	43			
do in hands of Postmasters	3			
do unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver	39			
		7,145		
Letters containing value returned to writers or forwarded	1,537			
Letters containing value in Dead Letter Office awaiting claim	60			
Letters containing value in hands of Postmasters	3			
		1,600		
			8,745	
Ordinary Letters received for postage, returned to writers	23,834			
Ordinary Letters, received for postage, forwarded to address	9,090			
Ordinary Letters, received for postage, remaining on hand on the 30th June, 1887	963			
Ordinary Letters, received for postage, destroyed in consequence of the inability of the Department to return or deliver	2,077			
		35,964		
Ordinary Letters, received for better address, returned to writers	17,498			
Ordinary Letters, received for better address, forwarded to proper address	611			
Ordinary Letters, received for better address, destroyed in consequence of the inability of the Department to return or deliver	1,613			
		19,722		
			55,686	
Returned Dead Letters, destroyed			3,015	
Drop Letters received for postage returned to writers.		1,823		
do do forwarded to address		4,428		
do do destroyed in consequence of the inability of the Department to return or deliver		399		
			6,650	
Letters for foreign countries returned to writers		4,032		
do do forwarded to address		7,363		
Carried forward		11,395	74,096	728,716

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—
Brought forward			833,742
Grand Total			833,742

	SUM
Dead Letters received	728,716
Special Letters received	105,026
(This includes the number of letters, 13,831, held over from last year)	833,742

W. H. GRIFFIN,
Deputy Postmaster General.

Canada, during the Year ended 30th June, 1887, &c.—*Concluded.*

received with the disposition made of them—*Concluded.*

How disposed of.	—	—	—	—
Brought forward		11,395	74,096	728,716
SPECIAL LETTERS—*Concluded.*				
Letters for foreign countries, remaining on hand on the 30th June, 1887		186		
Letters for foreign countries, destroyed in consequence of the inability of the Department to return or deliver		307		
			11,888	
Postal Cards, received for postage, returned to writers or forwarded to address	2,237			
Postal Cards, received for postage, destroyed in consequence of the inability of the Department to return or deliver	2,556	4,793		
Postal Cards, received for address, returned to writers or forwarded to address	2,904			
Postal Cards, received for address, destroyed in consequence of the inability of the Department to return or deliver	1,534	4,438		
			9,231	
Circulars, received for postage, returned to senders	1,588			
do do destroyed	72	1,660		
Circulars, received for address, returned to senders or forwarded to address	667			
Circulars, received for address, destroyed	504	1,171		
			2,831	
Books, Parcels, &c., held for postage, address, enclosures, or not called for, returned to senders		1,443		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, sent to address		3,182		
Books, parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand on 30th June		1,106		
Books, Parcels, &c, held for postage. address, enclosures, or not called for, destroyed being of no value and the Department being unable to deliver or return		1,249		
			6,980	
				105,026
Grand Total				833,742

MARY.

Dead Letters disposed of	719,635
Special Letters disposed of	102,668
Letters on hand, 30th June, 1887	11,439
	833,742

A, W. McLELLAN,
Postmaster General.

REPORT No. 9.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value and amount of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		$ cts.			
3,774	Money (including $11.94) enclosed in letters under other heads	22,362 10	3,571	199	4
49	Bills of Exchange	27,157 66	49		
12	Bonds	7,080 00	12		
411	Cheques	55,179 51	407	4	
271	Drafts	55,562 56	268	3	
3	Letters of Credit	4,909 57	3		
541	Money Orders (Post Office)	9,945 95	528	13	
67	Orders	2,750 98	64	3	
3	Passage Certificates	21 75	3		
391	Promissory Notes	95,707 06	380	9	2
786	Receipts	53,218 39	771	14	1
4	Stock Certificates	1,100 00	4		
40	Various Certificates	14,986 86	37	3	
537	Registered Letters sent to Dead Letter Office, London, England		537		
741	Registered Letters sent to Dead Letter Office, Washington, U.S.		741		
25	Registered Letters sent to Dead Letter Offices, other Countries		25		
80	Deeds		79	1	
61	Documents of Value		60	1	
1	Certificates, A O U W		1		
1	do Assessors		1		
8	do Baptism		7		1
1	do Bricklayers		1		
30	do Character		27	3	
12	do Church Membership		12		
1	do Clergymen		1		
13	do Commercial Travellers		13		
3	do Customs		3		
1	do Death		1		
2	do Divinity Students		2		
2	do Dominion Land Grants		2		
1	do Drill Instruction		1		
1	do Druggist		1		
4	do Engineers		4		
11	do Freemasons		11		
5	do Homestead Patents		5		
1	do Insurance		1		
1	do Justice of the Peace		1		
18	do Knights of Labor		18		
2	do Locomotive Engineers		2		
17	do Marriage		17		
8	do Medical		7	1	
2	do Militia		2		
8	do Oddfellows		7	1	
1	do Orange Lodge		1		
2	do Pedigree		2		
9	do Pensioners		9		
1	do Parentage		1		

REPORT No. 9—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		$ cts.			
7	Certificates, Pre-emption Land		7		
9	do Physicians		8	1	
3	do Registered Letters		2	1	
3	do Registrars		3		
14	do School Teachers		13		1
2	do Seaman		1	1	
5	do Sheriff		5		
2	do Sons of Temperance		2		
3	do Students		3		
1	do Ticket Agent		1		
3	do Typographical Union		3		
3	do Weights and Measures		3		
11	Abstracts of Title		11		
7	Account Books		7		
19	Affidavits		19		
1	Amethyst (stone)		1		
35	Agreements		35		
3	Assignments		3		
1	Artificial Flowers		1		
1	Apron		1		
2	Bills of Cost		2		
1	Bill of Sale		1		
3	Beads		3		
23	Books		21	2	
3	Boots and Shoes		3		
1	Brooch (gilt)			1	
1	Cartridge Primers		1		
4	Charters		4		
5	Commissions		5		
5	Contracts		4	1	
1	Cotton Shirts		1		
3	Cuff Studs		3		
1	Crape		1		
6	Crown Grants		6		
1	Debenture		1		
16	Declarations		15	1	
1	Diamond Glass Cutter		1		
11	Diplomas		11		
8	Discharges, N.-W. Mounted Police		8		
1	do Seaman		1		
5	Drawings		5		
1	Dress Goods		1		
3	Executions		3		
1	False Teeth		1		
1	Fancy Photograph Frame		1		
2	do Work		2		
2	Feathers		2		
2	Garnishees		2		
3	Gold Jewellery—Bracelets		3		
26	do Brooches		20	6	
12	do Chains		9	3	
1	do Cross		1		
3	do Cuff Buttons		2	1	
17	do Ear-rings		15	2	

REPORT No. 9.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		$ cts.			
79	Gold Jewellery—Finger rings		69	10	
2	do Leaf		2		
3	do Lockets		3		
1	do Necklace		1		
3	do Nuggets and Quartz		3		
1	do Ornaments			1	
2	do Pencil Cases		2		
15	do Pins		11	4	
1	do Pen		1		
2	do Penholders			2	
1	do Shirt Studs		1		
1	do Spectacles		1		
1	do Tooth Pick		1		
5	do Watches		5		
116	Insurance Policies		115	1	
1	Indian Bead Work		1		
2	Invoice		2		
1	Jacket (Lady's)		1		
1	do Woollen		1		
2	Keys		2		
2	Kid Gloves		2		
1	Lace Bonnet		1		
2	do Collars		2		
1	do Handkerchief		1		
2	Leases		2		
67	Legal Papers		64	3	
1	Licenses, Fishery		1		
4	do Hotel		4		
1	do Pedlars		1		
3	do Temperance		3		
1	do Timber		1		
6	Lottery Tickets		6		
3	Maps		3		
7	Medals		7		
3	Medicine		3		
13	Memo. Books		12	1	
1	Military Bounty Land Warrant			1	
2	Moccasins		2		
1	Models		1		
31	Mortgages		31		
2	do Assignments of		2		
6	do Chattel		6		
5	do Discharges of		5		
6	do Releases of		6		
2	Needles		1	1	
2	Obligations		2		
6	Order Books		6		
1	Paper Cutter			1	
31	Pass Books, Bank		31		
20	do Building and Loan Societies		20		
24	do Savings Bank		24		
1	Passports		1		
1	Patterns			1	
1	Pawn Tickets			1	

REPORT No. 9—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Continued.*

No of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D L O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		$ cts.			
1	Permits, Fishery		1		
13	do Liquor		13		
2	do Timber		2		
1	Petition		1		
1	Pipe		1		
6	Plans		5	1	
1	Plated Jewellery, Collar Buttons		1		
1	do Shirt Studs			1	
2	Pocket Books		2		
23	Powers of Attorney		23		
1	Protests		1		
1	Railway Baggage Checks		1		
20	do Passes		20		
32	do Tickets		28	4	
1	Scale (Dressmakers)		1		
1	Seal Skin Cap		1		
2	Sewing Machine Attachments		2		
1	Shawl			1	
1	Shipping Bills		1		
1	Silk Gloves			1	
12	do Handkerchiefs		11	1	
6	do Scarfs		5	1	
1	Silver Jewellery, Bracelets		1		
4	do Brooches		4		
2	do Ear-rings		2		
1	do Locket		1		
1	do Ornaments		1		
2	do Pins		1	1	
1	do Ring		1		
12	do Watches		11	1	
1	Slippers		1		
2	Smoking Caps		2		
2	Spoons		2		
3	Spectacles		3		
3	Stamps (Cancelled)		3		
1	do (Foreign)		1		
1	Steamboat Pass		1		
3	do Tickets		3		
1	Stylographic Pen		1		
8	Subpœnas		7	1	
15	Summonses		15		
1	Telegraph Apparatus		1		
1	Tobacco		1		
16	Unopened Letters		16		
1	Underclothing		1		
1	Vest (Hunting)		1		
4	Vouchers		4		
3	Warrants		2	1	
4	Watches (Nickel)		4		
8	Wills		8		
2	Wills, Probate of		2		
7	Woollen Goods		7		
3	Woollen Mitts		3		

REPORT No. 9.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		$ cts.			
37	Writs		37		
9,054		349,982 39	8,729	316	9
16,984	Add to these ordinary Registered Letters not enumerated above, and letters containing value not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table I		16,965	17	2
	Grand Total of Letters containing value disposed of		25,694	333	11
	Grand Total of Letters unclaimed in Dead Letter Office		333		
	Grand Total of Letters in hands of Postmasters		11		
26,038			26,038		

390 Letters of value remained in the Dead Letter Office at the date of closing last year's Report
12 Of these have since been disposed of.

378 Still remain in Dead Letter Office.
Of the ten letters in the hands of Postmasters at the date of closing last year's Report, seven have since been satisfactorily accounted for.

REPORT No. 10.

Post Office Savings Bank, Canada.—Account of all deposits received and paid under the authority of the Act 38 Vic., Cap. 7, from 1st July, 1886, to 30th June, 1887, and of the Total Amount due to all Depositors at the latter date.

	$ cts.			$ cts.
Balance due to depositors on 30th June, 1886	17,159,372 09	Repayments to depositors during the year		6,626,067 51
Deposits in Post Office Savings Bank during the year	8,272,041 00	Balance due to depositors on 30th June, 1887:—		
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, secs. 65, 66 and 67	692,404 57	Bearing interest at 4 per cent	$19,424,476 72	
		Outstanding cheques held by depositors and not presented for payment	73,273 43	19,497,750 15
	$26,123,817 66			26,123,817 66

A. W. McLELAN,
Postmaster-General.

J. C. Stewart,
Superintendent Savings Bank Branch.

REPORT No. 10—*Concluded.*

POST OFFICE SAVINGS BANK, CANADA.—Statement of expenses incurred from 1st July, 1886, to 30th June, 1887.

	$ cts.
Salaries at Central Office	25,485 03
Payment for extra labor involved in computing interest and balancing depositors' ledgers in July, 1886	1,444 08
Compensation to Postmasters	13,326 59
Printing and binding (per accounts of Queen's Printer)	2,203 95
Stationery (per accounts of Stationery Office)	1,172 15
Miscellaneous, including advertising, travelling expenses of inspectors, telegrams, etc.	29 45
Total	$43,661 25

This statement is merely statistical and is collated from various portions of the Public Accounts.

A. W. McLELAN,
Postmaster-General.

J. C. STEWART,
Superintendent Savings Bank Branch.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1887.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1888.

To His Excellency the Most Honourable the Marquis of Lansdowne, Governor General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year ending 31st October, 1887.

Respectfully submitted,

THOS. WHITE,

Minister of the Interior.

OTTAWA, 18th February, 1888.

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ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR 1887.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 10th February, 1888.

To the Honourable Thomas White, Minister of the Interior:

SIR,—I have the honour to submit the Annual Report of the Department of the Interior for 1887. This report, as usual, covers the transactions of the Department at all its agencies from Winnipeg to New Westminster, to the 31st October, but it includes also a statement of everything of consequence which has transpired in relation to the business down to the close of the calendar year.

INSIDE SERVICE.

No change of any consequence has occurred in the Inside Service of the Department, with the exception of the creation of the Mining Division of the Geological Survey, which will be referred to hereafter. I regret to have to record the death of six valued officers of the Department, namely, Mr. R M. Bonfellow, Surveyor and Draughtsman, Mr. W. B. Howlett, Draughtsman of the Timber and Mines Office, Mr. Martin Gormly, also of the Timber and Mines Office, and Mr. Thomas Anderson, Mr. W. Harkin and Mr. J. L. N. Duprat, clerks in the Secretary's Branch. This is rather a remarkable percentage of deaths in the course of one year, the more especially as all but Mr. Gormly and Mr. Anderson were young men.

OUTSIDE SERVICE.

Finding it necessary to make such arrangements in regard to the business of the Rocky Mountains Park as would relieve Mr. Stewart, the Superintendent, of the office work, so that he might devote himself wholly to the duties which the title of his office indicates, Mr. E. A. Nash, formerly the Agent of the Department at Battleford, has been transferred to Banff, where he performs the duties of Agent in respect of all building lots and other lands situated within the boundaries of the Park. Mr. Edwin Brokovski, who has rendered efficient service to the Department for several years as Intelligence Officer at Moosomin, on the line of the Canadian Pacific Railway, has been promoted to be Agent at Battleford. As the homestead lands in the Moosomin country have been very largely taken up, it has been found unnecessary to replace Mr. Brokovski at that point, but instead a simi-

lar office has been opened at Medicine Hat, which has been filled by the transfer thereto of Mr. Edwin Rochester, formerly a clerk in the Land Office at Calgary. Mr. E. Clementi Smith, for several years Agent of Dominion Lands at Brandon, has retired from the service on account of ill health, and Mr. W. H. Hiam, previously Agent of Dominion Lands at Manitou, has been transferred to the Brandon Agency, while the vacancy at Manitou has been filled by the promotion of Mr. George Young, a member of the Commissioner's staff at Winnipeg. The office of the Touchwood Agency has been transferred to Yorkton, and Mr. John Ferguson is temporary Agent. This office has, as usual, been closed at the end of the immigration season; Mr. Ferguson will perform his usual duties in the Commissioner's office during the winter, and the office will be opened again in the spring as formerly.

It has been found desirable to establish the office of Mr. William Pearce, Superintendent of Mines, permanently at Calgary. At this point he is within easy reach of the mining country to the west, his duties in connection with which are greatly increasing, and at the same time he is able to perform very important services in his quality as a member of the Land Board, in the settlement of disputed cases and squatters' and other complicated claims to lands in the region lying between Medicine Hat and the Rocky Mountains. He of course makes occasional visits to Winnipeg for the purpose of sitting and acting with the Commissioner of Dominion Lands in the regular work of the Land Board. The removal of Mr. Pearce to Calgary has necessitated a slight increase in the cost of administration of the outside service, which, however, is more than compensated for by the increased efficiency of the service.

There are no changes to report in connection with the Crown Timber Agencies.

HOMESTEAD AND PRE-EMPTION ENTRIES AND SALES.

The following statement of homestead and pre-emption entries and sales, made at the Agencies of the Department during the year, shows a reduction in the area disposed of as compared with 1886:—

	1886.	1887.
Homesteads	294,960 acres.	319,500 acres.
Pre-emptions	146,480 do	87,747 do
Sales	133,701 do	114,541 do

It will be observed that there has been a small increase in the area taken up as homsteads by actual settlers, and it is doubtful whether the decrease in the area taken up as pre-emptions is at all to be regretted. The opinion begins to gain favor with those who have paid close attention to the affairs of Manitoba and the North-West that, so far as relates to the grain growing portions of the country at

least, 160 acres is the limit of the area which the average farmer can profitably work. The number of homesteaders who lately have not availed themselves of the privilege of pre-emption is an indication that this conviction is growing among the settlers themselves. I confess to some disappointment that the number of homesteads entered during the year has not been more largely in excess of the entries for the previous year, the increase in area being 24,540 acres. The information furnished to this Department by Mr. J. H. Metcalfe, the chief of the Intelligence Office at Winnipeg, shows that during the year about six thousand more immigrants arrived in Winnipeg that in the previous year. This increase is large in comparison with the increase in the area of land entered for homestead purposes, and I have taken some trouble to ascertain how the difference is to be accounted for. There would appear to be two causes. In the first place, intending settlers arriving in the North-West during the past year have been to a greater extent than formerly impressed with the desirability of acquiring some experience of the modes of agriculture suitable to the country, and have not been in such a hurry to select and enter homesteads on their own account as those arriving in previous years. In the second place, the extraordinary grain crop, of which there was almost an assured prospect from the beginning of the season, made it necessary for the farmers to increase the number of their employés very largely, and the consequence was that new arrivals were in great demand, and the scale of pay offered them was quite tempting. In this way was absorbed a very much larger proportion than usual of the immigration of the season, and a smaller proportion than usual entered homesteads on their own account. If my conclusions in this matter are well founded (and as already stated, I have taken every available means at my command to assure myself that they are) there is, so far as I am able to judge, nothing in the circumstances to be regretted. There is much in the soil and climate of Manitoba and the North-West that requires to be studied by the newly arrived agriculturist, even assuming his former experience to have fitted him in every respect for the pursuit of his calling, and it would be to his personal interest that he should acquire a little practical knowledge of the country and its methods of farming before finally taking up land on his own account. To those whose means are limited, there is the further advantage that a considerable sum of ready money will be added to what they may have available for the purpose of stocking and cultivating the land and erecting for themselves comfortable houses. Perhaps one of the chief difficulties experienced so far, by the farmers west of Lake Superior, has been the limited labour market and the extravagant wages required to pay for such assistance as it was possible to hire.

Underneath is a comparative table showing the land transactions of the Department year by year, from 1872 down to the close of the last Departmental year:—

Period.	Homesteads — Area in Acres.	Pre-emptions — Area in Acres.	Sales. — Area in Acres.	Total. — Area in Acres.
Up to 31st December, 1872	40,000	1,600	15,200	56,800
do 1873	136,640	2,400	16,620	155,660
do 1874	215,520	101,461	17,713	334,694
do 1875	84,480	67,314	4,908	156,702
do 1876	52,960	40,406	39 562	132,918
do 1877	145,280	107,715	170,989	423,934
do 1878	308,640	275,240	125,380	709,260
do 1879	555,293	270,178	271,343	1,096,817
Up to 31st October, 1880	280,640	140,790	260,797	682,227
do 1881	438,707	263,647	355,166	1,057,520
do 1882	1,181,652	904,211	613,282	2,699,145
do 1883	970,719	659,120	202,143	1,831,982
do 1884	533,280	364,060	213,172	1,110,512
do 1885	249,552	106,213	126,049	481,814
do 1886	294 930	146,480	133,701	575,141
do 1887	319,500	87,747	114,544	521,791

The following table, showing the number of homestead and pre-emption entries reported in each year since 1874, and the number and proportion of those entries since cancelled for non-fulfilment of the conditions, is a repetition of the figures furnished last year under the same head, carefully revised and corrected from the returns received since then from month to month from the office of the Commissioner of Dominion Lands and the Dominion Lands Agencies. It will be seen that the cancellations which have taken place since the date of the table of last year have been principally cancellations of entries made in the earlier years of the settlement of the North-West. The proportion which it has been found necessary to cancel of entries made in recent years has not been materially increased:—

Year.	Homesteads.			Pre-emptions.		
	No. of Entries.	No. Cancelled.	Percentage Cancelled.	No. of Entries.	No. Cancelled.	Percentage Cancelled.
1874	1,376	854	62½	643	593	92
1875	489	280	57	391	216	55
1876	347	138	40	263	102	38
1877	845	388	46	594	299	50
1878	1,788	1,193	67	1,580	756	48
1879	4,068	1,701	42	1,729	1,157	66
1880	2,074	593	28	1,004	404	40
1881	2,753	837	30	1,649	581	35
1882	7,383	2,549	34	5,654	1,646	29
1883	6,063	1,126	18	4,120	752	18
1884	3,753	507	14	2,762	341	12
1885	1,858	102	5	653	68	10
1886	2,657	16	6/10 of 1	1,046	5	½ of 1
1887	2,036	.....	.....	585	.....	.....

The Superintendent of Mines calls my attention to the fact that in the report of the Commissioner of the General Land Office of the United States for 1887, a similar statement is given for the States of Colorado, Nebraska and Kansas, for the years 1885, 1886 and 1887, which shows that of the homestead entries in the several States mentioned during the three years, there were perfected by actual residence and cultivation

	Per cent.
In Colorada only	$17\frac{8}{10}$
Nebraska	$40\frac{8}{10}$
Kansas	40

In Dakota, Kansas and Nebraska the lands relinquished in 1887 equalled twenty-five per cent. of all the lands taken up in the whole of those States by settlers, and forty-two per cent. of those acquired as homesteads and pre-emptions throughout the whole of the United States for that year.

CORRESPONDENCE.

Herewith is submitted a statement showing the number of letters received and sent by the Department since its establishment. For the past year the figures are rather under those of 1886, 47,845 letters having been received, and 60,890 sent out. Of these 5,505 and 8,478 were received and sent, respectively, by the Geological Survey Branch. Some portion of the enormous increase of 1886 arose out of the settlement of the claims of volunteers to scrip and land warrants under the provisions of the Military Bounty Act. During the present year the correspondence has been somewhat in excess of what may be regarded as its normal proportions on account of the business of the Rebellion Losses Commission, 340 of the letters received and 2,788 of those sent having relation to the business of that Commission :—

Year.	Letters received.	Letters sent.	Total.
1874	3,482	4,150	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,526	6,179	11,705
1880	8,222	9,940	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735

In this connection I have the honour to repeat what I stated last year, that it is now evident that whatever increase may be necessary in the staff of the Department in the future, it is most improbable that, consistently with efficiency, there can be any decrease.

REVENUE STATEMENT.

The financial results of the transactions of the Department from year to year since its establishment, are as follows:

Fiscal Year.	Homestead and Pre-emption Fees.	Ordinary Sales.		Sales to Colonization Companies.	Totals.
		Cash.	Scrip.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July 1, 1872, to June 30, 1873.	6,970 00	21,616 00	.....	.....	28,586 00
do 1, 1873 do 30, 1874.	8,290 00	17,697 00	.....	.....	25,987 00
do 1, 1874 do 30, 1875.	11,570 00	13,591 90	.....	.....	25,161 90
do 1, 1875 do 30, 1876	4,700 00	3,704 31	320 00	.....	8,724 31
do 1, 1876 do 30, 1877.	5,620 00	1,069 90	136,955 16	.....	143,645 06
do 1, 1877 do 30, 1878.	15,370 00	2,682 24	120,159 54	.....	138,211 78
do 1, 1878 do 30, 1879.	36,026 00	8,188 44	210,904 84	.....	255,119 28
do 1, 1879 do 30, 1880.	32,358 00	41,768 47	81,685 86	.....	155,812 33
do 1, 1880 do 30, 1881.	30,682 75	62,940 84	70,818 30	.....	164,451 89
do 1, 1881 do 30, 1882.	94,228 90	1,228,424 37	50,590 84	354,036 17	1,727.280 28
do 1, 1882 do 30, 1883.	127,740 00	516,092 21	33,638 40	248,492 01	925,961 62
do 1, 1883 do 30, 1884.	70,390 00	423,113 36	40,919 67	253,713 40	788,136 43
do 1, 1884 do 30, 1885.	42,745 00	198,759 32	45,875 60	1,214 22	288,594 14
do 1, 1885 do 30, 1886.	40,481 00	76,140 41	214,657 97	.....	331,279 38
do 1, 1886 do 30, 1887.	26,501 93	48,175 76	337,640 19	.....	412,317 88
do 1, 1887, Feb. 1, 1888.	14,666 00	30,126 57	161,951 92	.....	206,744 49

It will thus be seen that the revenue of the Department has improved during the year by a sum of $81,038.50 as compared with the previous year. The receipts from pre-emptions are smaller than they would otherwise have been on account of the extension of time granted within which to make payment, as explained on page 16 of the report of last year, the principle involved in this extension having been applied also to payments falling due during the calendar year 1887, as well as to the arrears and payments due on 1st of January of that year. I have thought it desirable that the statement should show the condition of the account for the seven months of the current financial year, which expired on the 31st of January last. The amount paid up to that date was $206,744.49, which indicates that during the financial year, there will at all events be no diminution in the Departmental receipts. I respectfully direct attention once more to the fact that the Public Accounts make no account of the payments made to the Department in scrip. As stated in last year's report, it seems to me that the scrip issued by the Dominion differs in no material respect from ordinary public securities, and that the Public Accounts should only show the payments made in cash creates great misconception as to the true state of the revenue.

MANITOBA ACT CLAIMS.

The claims to land under the Manitoba Act, which at one time formed an important feature of the business of the Department, have been nearly all finally closed. There are still a few cases pending, in regard to which some evidence as to ownership or heirship is wanting, but the furnishing of this evidence is purely a matter of time. Practically this branch of the business of the Department is closed.

INSPECTION OF AGENCIES.

The inspection of agencies continues to be effectively and efficiently conducted, and the audit of the revenue by the Auditor General during the past year has proven that the regulations in this respect, enforced by the Department for two or three years past, have on the whole been well calculated to secure a proper system of accounting on the part of agents, and generally the rendering of accurate and prompt returns of the revenue.

PATENTS ISSUED.

The following table will show the number of patents issued and cancelled in each year since the creation of the Department of the Interior. The number issued in 1886 was 4,570, in 1887 it was 4,599 :—

Year.	Letters Patent.	
	No. Issued.	No. Cancelled.
Departmental Year ending 31st October, 1874	536	6
do do 1875	492	4
do do 1876	375	4
do do 1877	2,156	13
do do 1878	2,597	32
do do 1879	2,194	57
do do 1880	1,704	41
do do 1881	1,768	11
do do 1882	2,866	11
do do 1883	3,591	16
do do 1884	3,837	24
do do 1885	3,257	18
do do 1886	4,570	17
do do 1887	4,599	26

DISTRIBUTION OF SEED GRAIN IN THE TERRITORIES.

The wisdom of the decision to furnish seed grain to certain settlers in the Territories last year has been proven by the results obtained. The seed, taken as a whole, was of excellent quality, although there is reason to believe that in regard to the oats there were, notwithstanding all the care taken by the Commissioner of Dominion Lands and the grain inspector of the Inland Revenue Department, some exceptions to the rule. The crops of last season were so good in almost

every corner of the Province of Manitoba and the Territories as to lead to the expectation that the repayment of the seed loan would have been prompt and satisfactory. I regret to say that up to the present this has not been the case, the returns coming in slowly and the proportion of the loan so far repaid being comparatively small. It is not unlikely, however, that the persons who received these advances made an effort in the first place to dispose of so much of their surplus as they could to the grain dealers in the country, with a view to securing its equivalent in cash, calculating that the repayment to the Government could be made at a later date without inconvenience to any one concerned. Great care has been taken to impress upon them, by circular and otherwise, the necessity of making this return, as far as possible, not later than the 1st of April next, as provided by the Order in Council in that behalf.

THE WHEAT CROP OF MANITOBA AND THE TERRITORIES.

I have made special efforts to ascertain the actual quantity of grain raised in Manitoba and the North-West Territories in 1887, and comparing the statements furnished by the Winnipeg Board of Trade, the crop reports of the Department of Agriculture of the Province of Manitoba, and the information furnished by the Canadian Pacific Railway Company, I have come to the conclusion that it is safe to say that the wheat crop alone amounted to fourteen million bushels. The reports of the Canadian Pacific Railway Company indicate that the wheat marketed at stations in Manitoba and the North-West up to the end of January amounted to six million five hundred thousand bushels, of which, at the date of this report, six million bushels had actually gone forward. It may safely be said, that for the population of Manitoba and the Territories, which is shown by the recent census to be in round numbers 188,000, this is a record which cannot be equalled by any equal number of people under the sun.

MANITOBA AND NORTH-WEST HALF-BREED CLAIMS.

Mr. Roger Goulet, of St. Boniface, and Mr. N. O. Coté, formerly Secretary of the Half-breed Commission, made a final trip through the Territories during the past summer, and completed the enumeration of the half-breeds entitled to be ranked as such within the meaning of the Acts of Parliament and Orders in Council passed from time to time in that behalf. The number of persons to whom certificates were issued by the Commission during 1887 was 503—of whom 321 were treaty-taking half-breeds who had recently withdrawn from the membership of their respective Indian bands, 54 of whom were legal representatives of deceased half-breeds, and but 28 of whom were actually residing in the North-West and eligible to be ranked as half-breeds at the time of the transfer and who had never taken Indian treaty money.

FORESTRY COMMISSION.

By an Order in Council dated the 7th July last, Mr. J. H. Morgan was appointed a Commissioner for the purpose of enquiring into and reporting upon the best methods of propagating forest trees in Manitoba and the North-West Territories, and also of preserving and protecting the forests in existence in the Dominion at the present time. It was further considered desirable to have information as to the measure of success which has been achieved in such of the States and Territories of the American Union as have made experiments in arboriculture and forestry, and Mr. Morgan was therefore instructed to visit the Canadian North-West and such parts of the United States adjacent to the 49th parallel of latitude as might be necessary, and to report the result of his investigations from time to time. On the 14th January last the Department was advised by a letter from Mr. Morgan that he had been prostrated by a severe illness, which prevented him from sending in a report of progress in time for insertion in this volume.

TIMBER, MINERAL AND GRAZING LANDS.

The revenues from the above sources during the past year amounted to $121,415.52, an increase, as compared with 1886, of $337.67. The timber dues are in excess of those of 1886 by $7,628.10, being for this year $79,807.71. Grazing and hay lands show a decrease, as compared with 1886, of $7,266.86, and stone quarries a decrease of $23.57. Of the revenue from timber lands $15,141.47 was derived from bonuses, ground rents and royalties on timber cut and manufactured from lands in the rail way belt in British Columbia.

PRICE OF LUMBER.

Following is a comparative statement of the average prices of lumber within the several Crown Timber Agencies for the last four years. It will be observed that the average price has been very much reduced within that time, and that even as compared with last year there has been a considerable reduction all round. This is a very important matter to settlers, and ought not to be lost sight of:—

—	1884.	1885.	1886.	1887.
	Per M.	Per M.	Per M.	Per M.
Edmonton	$25 00 to $30 00	$25 00 to $30 00	$15 00 to $30 00	$15 00 to $23 00
Calgary	30 00	25 00 to 30 00	15 00 to 20 00	17 00
Fort McLeod	20 00	30 00	30 00 to 37 00	20 00 to 40 00
Prince Albert	30 00 to 40 00	30 00 to 45 00	30 00 to 42 00	21 00 to 42 00
Winnipeg	15 00 to 25 00	13 50 to 25 00	16 00	10 00 to 40 00
Cypress Hills	.....	10 00 to 15 00	25 00 to 36 00	10 00 to 12 00
Lethbridge	.....	.....	25 00	30 00

PRICE OF FUEL.

The Crown Timber Agent at Winnipeg reports that fuel continues to sell at the figures given in his last annual report, viz, :—

Cordwood on car at Winnipeg, $3.50 to $4.50 per cord; at Portage la Prairie, $2.50 to $3.00; at Brandon and other points along the line of the Canadian Pacific Railway in Manitoba, it sells at about the same figures. Native and foreign coal is offered at Winnipeg, on the cars, at the following prices :—

	Per ton.
American anthracite	$10 00
Canadian (N.W.T.) anthracite	8 50
Native, soft	7 50

The price of soft coal, at the pit, is reported as being $1 per ton.

COAL MINING INDUSTRY.

In the months of June and July last I had the privilege, while visiting the North-West, of witnessing for myself the gratifying development of the coal mining industry, at the works of the North-West Coal and Navigation Company and of the Canadian Anthracite Company near Banff. I am informed that the coal supplied to the Canadian Pacific Railway Company, at all points from Brandon westward, is now exclusively the product of Canada, and that the contracts of the company at present in existence are all based upon this arrangement. The Canadian Anthracite Company have commenced to supply their coal in the San Francisco market, where the article is in constant demand, and being nearer to the mines at Banff than to any of the anthracite coal fields of the United States, it is probable that San Francisco will henceforth depend, to a large extent, upon Canada for its supply of this class of fuel. The establishment of this connection is of great consequence not only to the owners of the mine, but also to the Canadian Pacific Railway Company and to the country. The discovery and successful development of anthracite coal in the heart of the Rocky Mountains, midway between the coal fields of British Columbia on the west and those of the prairie region on the east, situated, too, right on the line of our great transcontinental railway and within easy reach of the Pacific coast, may furnish to those who are concerned about the possible future relations of Canada and the British Empire, some material for reflection.

GRAZING DISTRICTS OF THE NORTH-WEST.

I had the great advantage last summer of being able personally to visit, in company with Mr. William Pearce, the Superintendent of Mines, a considerable portion of that section of the North-West which offers the best facilities for the breeding and grazing of live stock. It was our intention to have started from Calgary and, proceeding across the country along the trail to McLeod, to have visited

and inspected the ranches between the trail and the mountains and between the trail and the Bow River in the course of our progress southward. The unusually high water in the rivers in the month of June compelled us, however, to proceed by rail from Calgary to Lethbridge, and thence by trail to Fort McLeod, our expectation being that by the time we had succeeded in visiting the ranches in the south-western section of the Territories, the streams between McLeod and Calgary would have subsided so as to permit our accomplishing on the return journey the work originally laid out for the southward trip. Unfortunately, in this we were disappointed, for after completing what we had to do in the McLeod district, we were forced to make our way back to Calgary by rail. From Calgary the High River and Bow River ranges were visited, but the country lying between High River and McLeod we found it impossible to reach within the time at our disposal. During the months of June and July, the greater portions of which were spent in the western portion of the Territories, there were warm showers nearly every day, the grasses were exceedingly luxuriant and nutritive, and it would be impossible to realize, unless by personal observation, the splendid condition of all classes of live stock at that period of the year.

The number of cattle, horses and sheep in the North-West Territories, according to the latest information, is as follows:—

Cattle	101,382
Horses	6,924
Sheep	15,266

THE STOCK LOSSES OF LAST SEASON.

Mr. Pearce and I took every opportunity which presented itself to discuss with stock owners the losses of the winter of 1886-87. These were more than usually severe all over the continent, but to the best of my ability to judge they did not extend beyond twelve or at the utmost fifteen per cent. on our side of the International Boundary. In the grazing States and Territories of the American Union this result would be considered very favorable for the best of winters, and it is probably not more than one-third of the average loss experienced in those States and Territories during the same season. At first sight, from twelve to fifteen per cent. may appear a large proportion of the whole of the stock on the ranges. It must be kept in mind, however, that little or no preparation had, as a rule, been made for feeding or sheltering the stock; and the abnormally low temperature, combined with strong winds and unusually heavy snow storms, was naturally very destructive to the cattle on ranges which furnished no natural shelter in the localities to which the animals drifted. Pilgrim cattle, that is to say cattle brought in from farms and recently placed on the ranges, suffered in the largest proportion, both because they were as yet unacclimatized and because the comparatively brief period they had been in the country did not enable them to seek out in extreme

weather, as do the ordinary range cattle, the places where shelter and food might have been found. Cows dropping their calves during the prevalence of the cold weather almost invariably died. So did their calves, and so also did the calves which came late in the fall. The experience of some of the stockmen, who have tried the experiment, goes to show that the loss arising out of late and unseasonable calving can, at a comparatively trifling cost, be altogether prevented if the bulls are placed upon separate ranges and kept apart from the cows, except during what is determined to be the proper season. On the Cochrane range this experiment was tried with perfect success: I mention the Cochrane range particularly because I visited the range and saw the cattle. I believe it has been tried with equal success on others. Some special provision is also requisite for feeding and sheltering the pilgrim and weaker range cattle in very hard weather. It is alleged, and has never, so far as I am aware, been denied, that the average loss upon the United States ranges was last year nearly fifty per cent. But it must be remembered that in nearly all those States droughts prevail in the summer; water is at all times scarce, and sometimes not to be had at all; and if the average temperature is higher in winter than on our side of the line, they are subject to sudden and extreme changes and to devastating winds and snow storms; whereas, on our side of the boundary we are within the region of summer rain, the temperature of winter although colder is steadier, and the snow storms are neither so sudden nor so excessive.

THE LEASING SYSTEM AND THE SETTLERS.

Outside of the Territories the impression still prevails in some quarters, although to a far more limited extent than in previous years, that there is some conflict of interest which is not defined, and which is really not definable, as between the lessees of grazing lands and actual settlers. It is scarcely necessary to repeat that the Department now offers the strongest possible inducements to settlers owning small herds of stock to become themselves lessees of areas of grazing lands proportionate to their means and the number of their stock, and that these tracts may be acquired without resorting to public competition, as is required in the case of the larger ranges. It may be mentioned once more, too, that the leasing system presents a great advantage over the free ranging system, in that it permits the stockmen and the Government jointly to control the number of stock to be placed upon the ranges, and thus prevent the grass from being eaten out. I could see that there were some abuses of the system, arising out of the trespass upon choice portions of the ranges by persons who were actuated by not too honorable motives; but the Stock Association, into which owners of small herds are admitted on equal terms with owners of large herds, have the remedy for this abuse in their own hands.

THE HORSE RANCHES.

The class of horses which may be produced in the grazing districts of the

North-West ought to be equal to the very best horses raised in any quarter of the globe, the advantages presented by the country being superior to any I have ever had the opportunity of observing myself, and being, I believe, actually unsurpassed anywhere. Mr. Pearce and I inspected the horses upon the Stimson ranche on the High River, and the Cochrane ranche on the Bow River, on the last named of which particularly the animals were of a superior class. While I was at Calgary there arrived several beautiful stallions imported from Great Britain by Mr. C. W. Martin, who has gone into the business on an extensive scale, and has invested in it a very considerable sum of money. The breed of the animals reared on the ranges is thus being improved every year.

MANUFACTURE OF WOOL.

It will be seen on reference to the report of Mr. Pearce that that gentleman, with an experience of the country which enables him to speak with some authority, strongly endorses the remarks which I took the liberty of submitting to you last year, as to the facilities for establishing woollen factories upon the numerous and almost unrivalled water powers of the Bow and Belly Rivers and their tributaries. The subject is one deserving of the attention of manufacturers.

THE MORMON SETTLEMENT.

I did not have the opportunity, while in the country, of visiting the Mormon settlement being formed at Lee's Creek and in that vicinity, but Mr. J. S. Dennis, one of the members of the Topographical Survey staff, did so during the autumn, and his report upon the subject, which will be found in No. 4 of Part II, of this volume, will be interesting reading. The doubts which have been expressed in some quarters about the advisability of encouraging or even permitting these people to settle in the country are, I think, without foundation. Irrespective of the change of sentiment which has occurred in the past few years among the Mormons in relation to the subject of polygamy—and there is no doubt that their views in this particular have been very greatly modified, if not indeed entirely altered—it should be remembered that the circumstances under which they have settled in our country are entirely different from the circumstances under which they settled in Utah. There they found a comparatively barren and wholly unoccupied country, of the settlement of which they were themselves the pioneers, and which under their industrious and intelligent operations shortly became a veritable oasis in the great desert. They were thus not only the first on the ground as to settlement, but to their hands was intrusted, under the United States system, the making of the territorial laws. Naturally these laws were framed according to their own ideas and principles, and the difficulty which has been experienced has been not as to the maintenance but as to the modification of these laws. In the North-West their pioneer settlement commences under a state of affairs almost exactly the

opposite. The territory is already organized, has its laws in regard to property and civil rights and relations, including the subject of marriage, already in operation, these laws being similar in all material respects to the statutes bearing on the same subjects in the Provinces of Canada. It is almost impossible to conceive that the Mormons could, under any circumstances, attain such proportions and influence as would enable them to seriously affect the laws of the Territories, in relation to such a matter as marriage, but even if such were the case, the control over Territorial and Provincial legislation which under the Constitution is vested in the Dominion authorities, representing, as they do, the views of the whole public of Canada, will be a perfect safeguard against any possible mischief arising from this source. In favour of the Mormons it must be said that they are as a rule industrious, intelligent and frugal; indeed, in these respects, they are not excelled by any class of settlers. It ought to be added, too, that to every one who has spoken to them they have declared their intention of abiding strictly by the laws of Canada as they find them. As pointed out by Mr. Pearce, their experience and the example which they are likely to show in the matter of irrigation will be of great importance to other settlers along the foot hills of the Rocky Mountains. Irrigation is not so expensive a process as is popularly believed; but we are fortunate that in so large a proportion of this immense country we have a rainfall so bountiful and so equally distributed over the year that we do not need to resort to artificial means of moistening the soil, except in very rare cases. Irrigation will at most be confined to a comparatively small tract of the North-West.

MINERAL RIGHTS IN THE BRITISH COLUMBIA RAILWAY BELT.

It was stated in this portion of last year's report that the dispute between the Dominion Government and the Government of British Columbia, as to the ownership of the precious metals in the railway belt, had been submitted for decision to the Supreme Court. This Department has recently been informed by the Department of Justice that the Supreme Court has delivered judgment in the premises, and has upheld the claim made by the Dominion Government to the ownership of these metals. The Department is further advised, however, that the Government of British Columbia intend appealing to the Privy Council against this decision.

SURVEYS.

The operations of this branch of the Department in the field have now been reduced to what I presume may be regarded as their normal proportions. All the agricultural lands along the main line of the Canadian Pacific Railway and its branches, and also along the constructed lines of the colonization railways, have been sub-divided and set out for settlement. So also have the lands along the North and South Saskatchewan and in the valley of the Bow River; and as stated in previous reports the township outlines throughout the whole of the agricultural portions of

the Territories have been so fully completed that sub-divison can proceed from year to year, as it did during the past season, according to the requirements of settlement. The surveys in British Columbia have been prosecuted wholly with a view to rendering immediately available such lands as are likely to be required for agricultural purposes, and the sub-division of any tract within the railway belt can now be accomplished in a very short space of time and at comparatively small expense by projection from the line of the Canadian Pacific Railway, the topographical survey of which, made jointly by Mr. William Ogilvie, D.L.S, and Mr. Otto J. Klotz, D.T.S., has been completed and mapped. Of the sub-division work done on this side of the mountains the most extensive was in the neighbourhood of Lake Dauphin, that district having recently received considerable attention, both on account of its fitness for settlement and its probable value as a petroleum field. Whether the anticipations of prospectors in regard to the petroleum are likely to be fulfilled or otherwise will very shortly be known, for a company fairly well equipped for the work has been prosecuting exploratory borings during the whole of the working portion of last season, and it is more than likely that their efforts will be renewed in the spring.

The topographical survey of the Rocky Mountains along the line of the Canadian Pacific Railway is making satisfactory progress, and although the proportion of the survey staff engaged in the work during the year was smaller than in the previous year, the Department has been able to profit by the experience of the past to such an extent that the results of the season's work are the most satisfactory yet accomplished. It is important to observe, as is stated by the Surveyor General, that with the assistance of a small camera, specially fitted for the purpose, the surveyor is able to obtain and plot upon his maps details of the topography of the country which, if the methods hitherto pursued were adopted, would require a long time to complete and would cost a large sum of money.

AREAS OF SUB-DIVIDED LANDS.

Hereunder will be found the usual table of sub-division or settlement survey work completed in each year since the commencement of the survey, with the results of last season added :—

	Acres.	No. of Farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952
In 1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	9,147,000	50,919
1882	9,460,000	55,125
1883	27,000,000	168,750
1884	6,400,000	40,000
1885	391,680	2 448
1886	1,379,010	8,620
1887	643,710	4,023

THE YUKON EXPEDITION.

The last annual report of the Department contained very full information as to the steps which had then been taken with a view to exploring the portion of the Yukon country lying within Canadian territory. Progress reports from Dr. George M. Dawson, Assistant Director of the Geological Survey, who was in command of the expedition until he left the field last autumn, and from Mr. William Ogilvie, the topographical surveyor who has since had charge, will be found in another part of this report. Dr. Dawson's report is highly interesting and very valuable. Mr. Ogilvie, of course, has only been able to furnish a hurried line or two prepared after his meeting with Dr. Dawson at the junction of the Polly Branch and the Yukon, and written so as to permit of its being taken out of the country by Dr. Dawson. Some very interesting photographs of the country through which they passed were taken by Dr. Dawson and Mr. Ogilvie, and have since been developed by Mr. Topley.

Mr. Ogilvie and his party are wintering on the Yukon, and the time will be utilized in making such observations as are possible with the facilities at hand and such explorations as can be conducted during that portion of the year. On the opening of spring, he will proceed down the Yukon to the mouth of the Porcupine, up the Porcupine to its head waters, and crossing over the height of land will reach the Mackenzie River, by which he will return to the North-West Territories, reaching Edmonton possibly some time in the early winter of the present year.

The placer gold mines of the Yukon valley have of late years received much attention from miners, and a considerable population of this class has for the past three seasons been at work upon the placer diggings in that region, a large number of them within what is well known to be Canadian territory. The region is also of considerable value for its timber resources, and the opinion formed by Dr. Dawson would appear to be that it has also agricultural capabilities sufficient to permit of producing the chief necessaries of life. There is little doubt that stock-raising, if the animals were cared for in the winter as we are accustomed to care for them in Eastern Canada, could be carried on, at least upon such a scale as to supply the local demand.

ASTRONOMICAL WORK.

The determination of latitudes and longitudes, commenced in British Columbia by Mr. Klotz and Mr. Drummond, in 1885, has been continued during the past season by Mr. W. F. King, the Chief Inspector of Surveys, and Mr. Klotz. The results attained have been excellent, considering the several drawbacks experienced; and Mr. King follows up his report of last year upon this class of operations by another admirable and valuable contribution, which will be found in the appendices hereto. In order to complete and make use of the work performed during the past three seasons, it is necessary that a connection should be made

with some station on the east from Winnipeg, which it is hoped will be accomplished during the coming summer.

General Remarks.

The addition of a qualified and experienced photographer, in the person of Mr. H. N. Topley, was made to the staff of the Department during the past year. Mr. Topley is now engaged in perfecting a process by which we expect, perhaps in time to be utilized in connection with next year's report, to be able to illustrate the publications of the Department by reproducing the photographs made from negatives supplied by the surveyors who are now furnished with photographic instruments. This will add greatly to the interest and also to the value of the reports, and if the success accomplished be at all equal to our present anticipations, these reproductions will be quite an attractive feature of our Departmental publications.

I join with the Surveyor General in expressing regret that the last link connecting Mr. Lindsay Russell with the Department of the Interior has been severed. It would be difficult to estimate the value of the services which have been rendered to the country by Mr. Russell in his quality as a surveyor, and his resignation from the membership of the Board of Examiners is a real loss not only to the Department but to the profession.

Geological and Natural History Survey.

Part III of this volume consists of the usual report of the Director of the Geological Survey upon the operations of his Branch for the past year. Amongst the subjects which have received the Director's personal attention may be mentioned the silver-bearing galena deposits of the Illecillewaet, in the British Columbia Railway Belt. It will be observed that the chief difficulty experienced in working the Illecillewaet mines to advantage is the elevation of the openings, which are 5,300 feet above the level of the sea, and which can only be reached by a zigzag ascent of 3,500 feet from the railway and a similar descent of 1,000 feet on the other side of the ridge. The Superintendent of Mines deals with this practical question in his contribution to the annual report, and it seems a great pity, since the analysis of the ore, as made by Mr. Hoffmann, the Chemist and Mineralogist of the Geological Survey, shows a return of from 247·92 to 816·67 ounces of silver to the ton of ore, that the development of these mines should not be undertaken by persons having the necessary capital to enable them to meet the somewhat heavy outlay requisite to establish an economical and speedy means of communication between the mines and the railway. The ore certainly seems rich enough to justify such an outlay, and it is to be hoped that those interested in the mines will be able to procure the capital necessary to their proper development, for in that event the mining industries in the railway belt in British Columbia would probably become as important as those of any equal area on this continent. It is by virtue of expenditures of this kind, and the furnishing of the same facili-

ties as will be necessary at Illecillewaet, that mining has experienced such rapid development in corresponding regions to the south of the International Boundary.

Among the economic results of the Survey, as distinguished from the purely scientific, the report of Dr. Ells on the asbestos, copper, antimony, iron and gold mines in the neighborhood of Quebec; the observations of the Director on the existence of natural gas in that Province; the report of Mr. Fletcher on the iron ores of Pictou County, N. S., and of Mr. Hoffmann on the work carried on in the chemical laboratory and the mineralogical section of the Museum, will be regarded by the commercial public with more than ordinary interest.

An important event in the history of the Survey was the creation by Order in Council, based upon your own recommendation, of a new division, with Mr. Eugène Coste, Mining Engineer, as its chief, the object of which is to afford to the public more detailed and complete information with regard to the mining resources and industries of the country than has hitherto been presented. With an efficiently conducted Bureau specially devoted to this work, the co-operation of the authorities of the several Provinces, and the prompt publication of the information collected which may be expected in the future, there is every reason to believe that this arm of the service will be the means of furnishing to those interested in the development of the mineral products of the country a great deal of useful information, and, generally speaking, will meet a growing public want.

ROYAL COMMISSION ON REBELLION LOSSES.

Immediately after the close of the outbreak of 1885, a large number of the claims for losses, alleged to have been incurred during and in consequence of the insurrection, were received by the Department from the various districts in the North-West Territories which had suffered at the hands of the Indian and half-breed insurgents.

Many of these claims were of a *bonâ fide* and urgent nature, and showed that in several instances great suffering would be endured if speedy means of relief were not adopted. To meet this emergency, Messrs. Muma, Ouimet, McKay and Herchmer were at once sent through the lately disturbed districts to report upon the situation. As a result of their report, the sum of $132,191.35 was paid through the agents of this Department to the settlers in the Districts of Prince Albert and Battleford; and the case being emergent, the money was provided in advance of the meeting of Parliament by Special Warrants of His Excellency the Governor General. The report of the gentlemen mentioned also reserved a number of claims, in regard to which they represented that it was necessary to take evidence under oath. In accordance with the recommendation contained in that report, and in order to settle as speedily as possible the large number of claims still undisposed of, an Order in Council was passed on the 25th February, 1886,

appointing Messrs. J. Alphonse Ouimet, Barrister (since appointed Judge), of Montreal, Quebec ; Thomas McKay, of Prince Albert, N.W.T. ; and Henry Muma, of Drumbo, Ontario, as Royal Commissioners to investigate and report on the claims.

The Commissioners assembled at Winnipeg on the 11th March, 1886, and after transacting some routine business left for Prince Albert on the 17th of the same month, at which point they began their sittings for reception of claims and the hearing of evidence on the 29th of that month. From that date until the 30th June, 1886, the Commissioners were busily engaged at Prince Albert, Battleford, Calgary and Qu'Appelle in their investigation and enquiries. Sittings of the Commission for the convenience of claimants were also held in Winnipeg, Ottawa and Montreal, at which latter point the Commissioners considered the evidence and information already received, corresponded with the claimants, and generally completed the work on hand. The report of the Commission was completed and handed in to yourself on the 4th July, 1887. The following extracts from that report may be of use as a summary of the important work entrusted to and discharged by the Commission :

A.—Claims Received.

1. Prince Albert District		577
2. Battleford	do	147
3. Calgary	do	127
4. Qu'Appelle	do	74
Total		925

B.—Amounts claimed and allowed.

	Claimed.	Allowed.
1. Prince Albert District	$675,301 87	$259,682 50
2. Battleford do	401,945 32	171,429 68
3. Calgary do	63,683 64	48,635 28
4. Qu'Appelle do	67,783 16	3,952 61
	$1,208,713 99	$483,700 07

Immediately on receipt of the report of the Commission, the audit of the awards was proceeded with by the Auditor General, the cheques were issued by the Finance Department, and forwarded through this Department to our various Land Agents in the west for distribution ; except in the case of the Prince Albert cheques, which were entrusted to Mr. Thomas McKay for delivery to the parties entitled. Some few of the claimants have, since the forwarding of these cheques, been absent

from home, on hunting, trading or freighting trips, and their cheques have not as yet been delivered, but with this trifling exception the payments have all been completed and the receipts returned to this Department.

To more clearly explain the awards as made by the Commisioners, I have had the following statement prepared, showing the consequential and other reductions, as made on the various classes into which the claims were divided :

FURTHER RECAPITULATION.

——	Claimed.	Allowed.	Consequential Reductions	Other Reductions.	Totals.
	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
Class A—Part direct losses.....	919,552 08	480,700 07	334,149 94	104,702 07	438,852 01
Class B—Imprisonment by Rebels....	57,480 00	3,000 00	....	overcharge. 54,480 00	54,480 00
Class C—Party to their own losses...	112,388 10	....	....	overcharge. 112,388 10	112,388 10
Class D—Personal neglect...	2,875 85	....	....	2,875 85	2,875 85
Class E—Loss on account of rebellion not proven	103,893 12	....	....	103,893 12	103,893 12
Class F—Transferred to other Departments.....	12,524 84	....	....	12,524 84	12,524 84
	1,208,713 99	483,700 07	334,149 94	390,863 98	725,013 92

From which statement, it will be observed that in reality a very small reduction has been made from the claims of loyal settlers which were of a nature permitting them to be considered. The apparently large reduction of $725,013.92 is shown to have been due only in a small measure to the action of the Commissioners with reference to prices and quantities. The amounts disallowed under the various headings are of such a nature and arose from such causes as to leave the Commissioners, with the information they had, no alternative but to act as they did. For the purpose of explaining more fully the line of "consequential reductions," I submit herewith a statement showing how that amount has been arrived at by the Commission :—

From Class A.

1. Amount reduced from the value of merchandise as claimed for, to bring it to "cost landed" at point of loss	$ 99,491 59
2. Amount reduced from claims as being charged for interest, loss of business and debts	135,579 55
3. Amount rejected as being claimed for milk, butter and eggs that they, the claimants, allege they would have had but for the rebellion	4,759 00
4. Amount disallowed as being claimed for the estimated loss of a crop, which the claimants allege they would have secured but for the rebellion	71,844 00
5. Amount deducted from the claims, as having been claimed for the alleged loss of time by men and animals, because of the rebellion	22,475 80
Total "consequential" in this Class	$ 334,149 94

As soon as the fact became public that the Commission had completed its work, enquires and applications for information commenced to pour into the Department from individual claimants. I therefore applied to you to be allowed to retain the services of Captain George H. Young, the Secretary of the late Commission, for as long as might be necessary, to assist in answering correspondence on this subject. In accordance with that request an Order in Council was passed on 21st October, 1887, giving the desired authority and the Department has therefore in its communications with claimants had the advantage of Captain Young's special knowledge of the circumstances of each case. The total amount that has been paid out to date, through this Department, on the awards of the Rebellion Losses Commissioners, is as follows:—

By special warrants, 1885 and 1886	$132,191 35
By vote of Parliament, 1887	483,700 07
Total	$615,891 42

The claims, which have been settled by the payment of the awards, come from all points of the North-West Territories, commencing east as far as Cumberland House, reaching to the north as far as Waterhen Lake, to the west as far as Lac la Biche and Edmonton, and to the south as far as the International Boundary Line. The total number of cases dealt with by both the Commissions was 1,093.

COLONIZATION COMPANIES.

Since the date of the report for last year, a settlement, of which the outlines were then given, has been completed with all the Colonization Companies except the Temperance Colonization Society, who have never signified any desire to terminate their agreement with the Government, Mr. Patrick Purcell and the Shell River Colonization Company.

SCHOOL LANDS.

As set forth in the report of the Commissioner of Dominion Lands, it was arranged in the course of last summer, between this Department and the Government of Manitoba, that a series of sales of school lands should be held this winter, and accordingly sales were held on the following dates at the respective places mentioned:—

10th January, at Manitou;
17th do at Winnipeg;
24th do at Portage la Prairie;
31st do at Brandon.

The following table shows the number of acres sold, the amount realized, the average price per acre, and the maximum and minimum prices per acre; from which it will be seen that if the remainder of the school lands in Manitoba and the same class of lands in the North-West Territories could be relied upon to bring, at the proper time, equivalent prices, the liberality of this educational endowment would be difficult to exaggerate:—

Place of Sale.	No. of acres sold.	Amount realized.	1st Instalment (paid).	Average price per acre.	Maximum price per acre.	Minimum price per acre.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitou	7,813·57	47,639 69	9,525 04	6 16	9 00	5 00
Winnipeg	2,917·51	17,985 23	3,597 80	6 16	8 00	5 00
Portage la Prairie	6,694·22	57,373 70	14,002 23	8 57	16 10	5 00
Brandon	2,560·00	17,184 00	3,436 80	6 71	10 00	5 00
Total	19,985·30	140,182 62	30,561 87	7 00	10 77	5 00

NOTE.—The return of the Minnedosa sale, which took place on the 7th instant, has not yet been received.

It is difficult to believe that any portion of a civilized and intelligent community would fail to sympathize with the aims and objects of the Government in providing this endowment, far less that they should interpose their petty, selfish

interests to prevent the consummation of so desirable an object; yet such would appear to be the fact. With millions of acres of the best class of agricultural land Manitoba and the North-West open for legitimate homestead and pre-emption entry, it has nevertheless happened that individual settlers, well knowing the provisions of the law under which and the purposes for which school lands have been reserved from sale and settlement, have squatted upon these lands; and it would even appear that in some cases they have combined to prevent the legitimate sale of these lands for the noble purpose for which they have been set aside, although an arrangement was arrived at with Mr. Norquay, the late Prime Minister of the Province, under which the value of all *bonâ fide* improvements made upon school lands by actual settlers, notwithstanding that such actual settlement and improvements were in defiance of the law, should be paid by the purchaser of the said land to the settler if the purchaser were any person other than the settler. This should be sufficient to meet the equities of the case and the expectations of all reasonable persons interested.

REPATRIATION OF CANADIANS.

There is a strong probability of an extensive movement amongst Canadians settled in Dakota to return to Manitoba and the North-West. The Department has recently been in communication with Mr. Duncan Sinclair, a Dominion Lands Surveyor, a gentleman who is well known to the public, not only of the North-West, but of the Ottawa region of the Province of Ontario as well who with his family left Manitoba for Dakota several years ago, because, as he says, in a letter dated the 20th ultimo, he and his sons were discouraged by the summer frosts which occurred two or three years in succession, and because "of the establishment of the Canadian Pacific Railway monopoly." As to the frosts he states his conviction that care on the part of farmers will enable them to escape the effects of them in the future; and while expressing the hope that the Canadian Pacific Railway monopoly will be modified, he says: "We find railway monopoly as grasping here as in any part of Canada." He further says:—

"The terrible blizzards which we have had for the last three weeks have sickened me of the country more than anything else. It is a hard thing to be on the prairies of this country without shelter of trees, and it is sad to think that so many people in this Territory have lost their lives in the snow storms. The Canadian settlers of this Territory are now in a poverty stricken condition, all their pre-empted lands are mortgaged to the capitalists to pay the Government price, and their cattle are held under chattel mortgage for small sums, at short periods, bearing 50 per cent. interest, payable to the pawnbrokers, who euphoniously call themselves 'bankers.' I have recently thought of sending you two or three letters, giving you some reasons why Canadians should go to their own North-West, rather than here. Under any circumstances the Canadian Government will not have to wait long until the United States lands shall have been exhausted, then Canadian and European emigrants must settle in the Canadian North-West and in the backwoods of Ontario.

"An American paper has recently stated to the public that they have only about 24,000,000 acres of land remaining for farmers, and that it will be taken up in six years. This Government has detrimentally shut out immigration from the Pacific, and there is an agitation started in the Atlantic States against the importation of foreign labor."

Mr. Sinclair and his whole family have made arrangements to return to Strathclair, on the Little Saskatchewan. The information which he gives as to the condition of settlers in the Western States coincides with statements which have recently appeared in the American press. In one newspaper published in Chicago, I recently saw a paragraph setting forth that $200,000,000 of foreign capital was invested in mortgages in Kansas and Nebraska, and that foreign lenders were about to foreclose and would in a large majority of instances become the actual proprietors of these lands under their mortgages.

ROCKY MOUNTAINS PARK OF CANADA.

The work of development in the Rocky Mountains Park has been vigorously prosecuted throughout the year. Fifteen miles of the external boundaries of the Park have been surveyed; a traverse has been made of nearly the whole of the Devil's Lake; and the construction of roads, bridges and other works has been carried on energetically. Eighteen miles of road have been opened up to the 31st December last, the principal one being from the railway station to the Hot Springs, 4½ miles in length. Roads have also been constructed to the Cave Spring and to the Basin, a spring in close proximity to the Cave; also to the Bow River Falls, to the Spray River at its junction with the Bow, to the Canadian Pacific Hotel (a magnificent building recently completed at a cost of about $150,000) and to the Devil's Lake, the latter road being four miles in length.

A float bridge was thrown across the Bow River in the summer of 1886, which has now been replaced by a fine iron bridge with stone piers. This bridge, which is 360 feet in length, was finished and thrown open for traffic on the 19th October last. A bridge 62 feet long, with stone piers and iron superstructure, has also been built across the Spray River near its junction with the Bow.

The pond at the Cave has been thoroughly cleared of all loose and projecting rocks, the deposit of sand and gravel forming the natural dam has been removed, the waterway leading from the spring through the rock has been cut out and enlarged so as to form a means of access to the Cave, and the pond itself has been surrounded by a stone wall of masonry, thus enlarging and deepening it so as to render it a convenient and pleasant bathing place. At the Basin the natural dam has been removed, the spring thoroughly cleared out, a wall of masonry built surrounding it, and a waste-pipe and valves constructed so as to regulate the height of the water. Rustic buildings in Swiss style have been erected at both the Cave and the Basin. These buildings are fitted up with waiting and dressing rooms for ladies and gentlemen.

The necessary piping to conduct the waters of the Hot Spring to an iron reservoir specially constructed for that purpose, and piping to connect the hotels and bath-houses with this reservoir, with a view to the distribution of the water, have recently been completed.

It will thus be seen that such preparations have been made as will make available for next season all the natural advantages and beauties of the park. With a view to lessening the danger from fires, over 100 acres of dead timber have been cleared, and the work of underbrushing in the vicinity of the highways and thoroughfares, which has been undertaken for the same purpose, is making fair progress. It would appear from the report of the Superintendent of the park, which forms Part VI of this volume, that there is a permanent population in the park of about 650 persons. A statement furnished by the clerk of Brett's Sanitarium shows that 2,096 guests put up at that hotel during the season, exclusive of the large number who simply took one or two meals there and did not register. Besides the Sanitarium, however, there are six or seven other hotels from which statistics have not been obtained. A number of visitors occupied special cars which remained at the station, and others still lived in tents. The Superintendent considers that 3,000 would be a low estimate of the total number of visitors during the season. Regulations for the government of the park under the Act of last session are in course of preparation.

NORTH-WEST GOVERNMENT.

Part IV of this report consists of the report of the Lieutenant Governor of the North-West Territories. His Honour expresses satisfaction at the marked progress made in the Territories since the date of his previous report. The grain crops have been excellent, the agricultural exhibitions highly successful, and some progress has been made in the establishment of new industries. His Honour deals in his report with the legislation of the last session of the North-West Council, the form of government, the municipalities and the schools. In regard to the latter, there has been a very satisfactory increase, both in the number of schools and in the attendance of children; and the educational system of the North-West would appear on the whole to have been organized on an excellent and permanent basis.

OLD TRAILS.

During the past season the old trails between the places below mentioned have been surveyed and established as permanent highways :

Calgary and Blackfoot Crossing, south of the Bow River. (Bow River Bottom Trail.)

The portion of the MacLeod Trail between Calgary and Fish Creek.
Blackfoot Crossing and Fort Macleod.
Medicine Hat and Dunmore.
Calgary and Morleyville.
Regina and Buffalo Lake.

CROP REPORTS.

One hundred and eighty-two returns, representing as many townships, have been received by the Lieutenant Governor. The total number of acres under cultivation in these townships is 84,497, of which 39,198 sown in wheat are estimated to yield 21 bushels to the acre; 31,178 sown in oats, to yield 38 bushels to the acre, and 8,660 sown in barley, to yield 32 bushels per acre. The remainder of the area was sown in roots, &c.

LAND REGISTRATION IN THE TERRITORIES.

Since the 1st of January, 1887, a system of registration of titles, under the provisions of the Territories Real Property Act, has been in operation, its administration having devolved upon the Department of the Interior. The new system was brought into effect with very little friction, and would appear to be giving satisfaction to the great majority of those interested. I have from time to time called your attention to provisions in the Act which seemed to require amendment, and a measure having in view the necessary changes is now being framed.

I have the honour to be, Sir,
Your obedient servant,

A. M. BURGESS,
Deputy of the Minister of the Interior.

PART I.

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 7th December, 1887.

Hon. THOS. WHITE,
Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit for your information my annual report for the departmental year ending the 31st October, 1887, also the reports of Mr. Wm. Pearce, the Superintendent of Mines, Mr. J. M. Gordon, Inspector of Agencies, Mr. H. B. W. Aikman, who has been appointed a member of the Land Board, resident in British Columbia, with headquarters at New Westminster, and also the report of Mr. E. F. Stephenson, Crown Timber Agent for the Province of Manitoba.

REPORT of the work of the Commissioner's Office, for the Departmental Year ending 31st October, 1887.

No. of Letters Received.			No. of Letters Sent.		
Months.	1885-86.	1886-87.	Months.	1885-86.	1886-87.
November	1,630	1,854	November	1,582	1,604
December	1,986	1,661	December	1,389	1,543
January	1,712	1,950	January	1,679	1,777
February	1,617	2,263	February	1,183	1,780
March	2,171	2,727	March	1,591	2,737
April	2,158	2,527	April	1,544	2,463
May	2,384	2,850	May	2,335	2,480
June	2,797	3,220	June	2,304	3,098
July	2,437	2,808	July	2,353	1,662
August	2,101	2,436	August	2,133	2,133
September	1,725	1,933	September	1,637	1,715
October	1,770	1,868	October	1,394	1,482
				21,094	24,474
			Seed grain notices and circulars		5,400
Total	24,488	28,096	Total	21,094	29,874

SUMMARY.

Received.			Sent.		
1886.	1887.	Increase.	1886.	1887.	Increase.
24,488	28,096	3,608	21,094	29,874	8,780

Cancellations.

Number of notices to show cause sent out in the year ending 31st October, 1887		965
Number sent out last year		949
Increase		16
Number of inspections ordered, year ending 31st October, 1887		1,083
Number ordered last year		809
Increase		274
Cancellations ordered	494	
do refused	41	
do pending	81	
		616
Number last year		924
Decrease		308

Applications for Homestead Patents.

Approved during the year	1,367

There is, as you will observe, an increase in the work performed in my office, due in part to the distribution of seed grain to settlers in Assiniboia, Prince Albert and Battleford. The number of claims to lands in Manitoba, under the Manitoba Act and under the Order in Council relating to Staked Claims, which have been disposed of, is 41, and I am happy to say that very few now remain to be dealt with. The time within which claims under the said Act through occupancy might be filed expired on the 1st May, 1886, and unless this limitation should affect prejudicially the rights of persons who, excepting through the issue of patents, are unable to make satisfactory titles to lands claimed, through occupancy and possession, on the 15th July, 1870, it is desirable that the time for receiving evidence in these matters shall not be extended. The few remaining claims under the said Act, through purchase or lease from the Hudson's Bay Company, for which letters patent have not issued, will be dealt with as heretofore, no limit of time having been fixed within which to file the requisite evidence with regard to them.

Receipts from Timber.

The report of Mr. E. F. Stephenson, Crown Timber Agent at Winnipeg, shows an improvement in the revenue.

The amount received this year is $45,610.50, being an increase of $3,941.08 over last year.

The returns of the local Timber Agents in the Territories amount to $19,068.14, being a decrease of $2,303.17 compared with the receipts of last year.

The returns of the Crown Timber Agent for British Columbia amount to $15,141.47, being an increase of $5,984.81 over the receipts of last year.

Homestead Inspectors.

The number of inspectors has been recently increased from six to seven, by the re-appointment of Mr. W. J. O. Bourchier to his old position. It was found necessary to add to the staff in consequence of the large amount of extra work devolving upon the inspectors in examining the homesteads of settlers who had given six months

notice of intention to apply for patent. Before finally deciding upon an application, I now receive in nearly every case a report from the inspector, who has been upon the ground and ascertained precisely what the settler has accomplished in the way of improvements, and is in a position to speak definitely as to the good faith of his occupation.

The inspectors are being utilized more largely than ever in receiving evidence in support of these applications, thus saving settlers the expense of proceeding with their witnesses to the district land office.

Intelligence Service.

The office at Winnipeg of the Chief Intelligence Officer, Mr. J. H. Metcalfe, has proved of material assistance in protecting and advancing the interests of newly arrived immigrants, directing them to localities where they may find suitable homesteads, or, if not at once prepared to take up lands, to employers who require their services.

The scope of the information in this office accessible to persons intending to make homestead entry will, in a short time, be very largely extended. It is proposed to keep there an accurate record of the position of every quarter section in Manitoba and the North West, so that with the least possible labor and delay, intending settlers may be advised upon arrival at Winnipeg where suitable homesteads may be secured. Mr. T. R. Burpé, Secretary to the Dominion Lands Board, who recently visited Ottawa for the purpose of examining records at the Head Office, has devised a system of registration which is calculated to prove most useful, showing the exact position of every quarter section, whether it is patented or available for entry.

In connection with the office at Winnnipeg outside offices are established at Moose Jaw and Medicine Hat. The one formerly in operation at Moosomin has been closed and the officer who was in charge of it, Mr. E. Brokovski, has been promoted to the position of Agent of Dominion Lands for the Battleford district. The Medicine Hat office was opened recently and entrusted to Mr. E. Rochester, who was formerly employed in the Dominion Lands Office at Calgary. In consequence of the small extent of lands available for entry in the vicinity of Moosomin it will not, I think, be necessary to re-open the intelligence office at that point.

Pre-emptions.

It was deemed advisable in the public interest to issue a circular calling upon all persons in arrear in payments due upon pre-emption lands to pay within a limited time. The 1st January next is the date fixed upon. It was not the intention, of course, to deprive any one of the credit allowed under the Orders in Council providing for deferred payments by instalments, but it was ascertained that pre-emptions stood entered in the various Agency books in the names of settlers who were not in residence upon their homesteads and who were not entitled to the priviliges of the said Orders, having no intention of returning to their lands or of purchasing their pre-emptions. I feel satisfied that a very large number of entries will be cancelled through default in payment or in furnishing satisfactory reasons to justify the Government in granting further extension of time. The lands, the entries for which are thus cancelled, will, under sub-section 5 of section 38, cap. 54 Revised Statutes, be thrown open for homestead entry, offering most eligible locations for intending settlers, and effecting a marked improvement in the settlement of the localities in which these lands are situate.

Seed Grain Advances.

In consequence of drought or prairie fires the crop throughout the district of Assiniboia and in Saskatchewan River settlements, Prince Albert and Battleford, gave last year an exceedingly poor return. Representations to this effect were made to the Government by the North-West Council. It was asked that the Government

should furnish the settlers seed in these districts, and in all the sum of $129,713.22 was provided for the purpose. The purchase and distribution of the grain were entrusted to me and added very largely to the work of my office. All of the grain was bought on tender and subject to the approval of Mr. D. Horn, Acting Government Grain Inspector, who certified every car load to be either No. 1 grade or the best grade that was at that time procurable. I had little difficulty in obtaining a sufficient quantity of wheat No. 1 hard, but, owing to the partial failure of the oat crop in Manitoba in 1886, I was obliged to make arrangements for the importation of a large quantity of this grain from Ontario, and although every precaution was taken in cleaning and preparing it for seed, it was not, I regret to say, in some instances, as clean as I could have wished. In no case, however, did we accept any seed that in the inspector's opinion should have been rejected, and, indeed, none of which the inspector did not fully approve.

The quantity of grain distributed to 2,032 settlers in Assiniboia was: wheat, 43,663 bushels; oats, 55,952 bushels; and barley, 10,236 bushels.

In the Prince Albert district 186 settlers received 664 bushels of wheat, 2,211 bushels of oats, and 1,898 bushels of barley; and in Battleford 64 settlers received 343 bushels of wheat, 3,578 bushels of oats, 755 bushels of barley, and 938 bushels of potatoes.

The whole cost of the grain was, including expense of distribution, $108,000, being $21,713.22 less than the amount provided.

Every settler who applied received all the seed he could use upon his own place, up to the limit of 100 bushels.

It is estimated that the product from the whole of this seed is not less than 1,500,000 bushels, which, but for this action of the Government, would not have been grown.

It was at first stipulated that the settlers in the Prince Albert and Battleford districts should repay two bushels of grain for every bushel which they received. This, in view of the heavy transport charges involved in moving the grain from the line of railway to these remote settlements, was not an inequitable arrangement; but as the crop in these settlements was not a success in 1885 or 1886, in consequence of which they could ill afford to repay double quantities notwithstanding the fair crop this year, you decided to recommend that the Government should accept bushel for bushel in discharge of the obligation, the same as in Assiniboia.

Borrowers of this seed are under obligation to return it on or before next April. I cannot as yet form an opinion as to the quantity we are likely to receive, but as the crop was good generally throughout the Territories, it is probable that the major part will be returned to the Government.

In any event there will be a very considerable loss. We paid for wheat, oats and barley, respectively, per bushel 70 cents, 60 cents and 65 cents, and are realizing now on the grain so far paid back 50 cents, 25 cents and 35 cents per bushel.

Recent Amendments to Dominion Lands Act.

The amendments to the Dominion Lands Act suggested in my annual report for 1885, which have since become law, are operating very satisfactorily.

The six months notice of intention to apply for patent enables us to receive a report from a homestead inspector in nearly every case before deciding upon an application, while the settler avoids the expense of proceeding with his witnesses to the office of the local agent for the purpose of filing his evidence. The inspector visits him on his farm and receives the evidence there.

Cancelled Pre emptions.

The determination of Parliament to allow you to open cancelled or abandoned pre-emptions for homestead entry upon conditions as to residence and cultivation slightly more stringent than the ordinary provisions is producing very satisfactory

results, and I am satisfied that a large area of these lands will be entered for during the coming year. The improvement to be thus effected in consolidating settlement will be most thoroughly appreciated by resident settlers in the neighborhood whose greatest difficulties at present arise from the isolation of their position. I am also convinced that the effect upon the public revenue by the settlement of the lands in question will be better than the results of slow sales and the non-occupation of the lands in the meantime.

Hay Regulations.

I beg to submit for your consideration the advisability of so amending the regulations now in force with regard to the cutting of hay, that, instead of granting quantity permits, we may issue permits covering a specified area of land not exceeding say, one quarter section, to which the permittee, upon payment of a certain fee, of, say, 10 cents per acre, shall obtain the exclusive right.

I would respectfully suggest the propriety of your asking Parliament to provide ready means of redress against trespassers upon hay lands, operating in the same way as those which have been provided to meet the case of illegal cutting of timber. An amendment to the Dominion Lands Act, having this object in view, is most necessary to the successful enforcement of regulations.

School Lands.

After consultation with the Government of the Province of Manitoba, it has been decided to offer for sale at an early date 250,000 acres of school lands situate in all parts of the Province. The lands for the purpose of this sale have been arranged in five districts, separate auction sales to be held at the most central place in each. The first will be held at Manitou on the 10th January, and at an interval of one week similar sales will be held at Winnipeg, Portage la Prairie, Brandon and Minnedosa.

The value of each quarter section to be offered has been appraised by an official of the Local Government, and another from my own office, and the reserve price—in no case less than $5.00 per acre—is governed by this appraisement, representing fully the present market value of the land. The terms of sale will be those prescribed by Section 25, Chap. 54 of the Revised Statutes of Canada, namely, at least one-fifth in cash at the time of the sale and the remainder in four equal successive annual instalments with interest at the rate of 6 per cent. per annum.

It is, I believe, in the interest of the Educational Endowment fund as well as in the interests of settlement that these lands should be placed upon the market. At present a considerable number of the quarter sections to be offered are in possession of squatters who, whilst enjoying the benefit of Municipal improvements and government, are in a position to refuse payment of taxes, and I believe very often do so. The continued cultivation of these lands must in some degree exhaust them and diminish their intrinsic value.

The time chosen for the sale, following a bountiful harvest, seems to be opportune; and I am satisfied that the reserve prices which have been adopted amply protect the interests of the school fund.

Immigration.

The number of immigrants reported by Mr. Metcalfe, Chief Intelligence Officer, to have arrived here during the year is 17,035, being an increase of 7,737 over last year, although in 1886, it must be borne in mind, the returns were for ten months only.

There is, I am happy to report, a marked improvement in the class of immigrants who are now being attracted to this country. The arrivals in the past year are said to be largely agriculturists, and many of them possessed of considerable means.

The several colonies of Icelanders, Swedes, Hungarians and Germans, established in the neighborhood of the main line of the Canadian Pacific Railway and the Manitoba and North-Western Railway are said to have improved both with regard to the number and condition of the resident settlers and extent of their farming operations. With regard to these colonies, it has been urged that it is undesirable to allow separate nationalities to thus form exclusive settlements. The only case in which, in my opinion, this objection would have any weight is where foreigners might congregate in numbers sufficient to enable them to transact business wholly within themselves without assistance from or close communication with the English speaking population. Such a condition of affairs is, I think, under existing circumstances, impossible. At any rate, we find, as a matter of fact, that in the several colonies referred to the people are rapidly learning our language and adopting our usages.

Mormons.

I am informed that about twenty families of Mormons settled during the spring and summer of this year on Lee's Creek, in Township 3, Range 25, west 4th meridian. They are a very industrious, enterprising and apparently well-to-do class of settlers, who seem to be content to submit to the laws of the country, and in nowise disposed to attempt the practice of polygamy. The natural difficulties which the pioneers of this sect in Utah faced boldly and overcame with a splendid success augurs favorably for the benefit likely to result from this settlement in Alberta. Mormons in Utah, so far, at least, as the agriculturists are concerned, learned by experience, more or less severe, how to live within their resources economically, and how to develop from the somewhat uninviting and arid soil of Utah a condition of high cultivation that would be a credit to the best agricultural state in the American Union.

General Condition of the Country.

The crop returns indicate a most bountiful harvest in all parts of Manitoba and the North-West. The only localities in which over limited areas damage was occasioned by drought or frost, were in the Calgary and Edmonton Districts. Gophers did some damage to grain in the central portion of the Regina District.

The grain crop of Manitoba is estimated at about 22,000,000 of bushels, and that of the Territories at between 3,000,000 and 4,000,000. Throughout the average yield per acre has been in bushels, wheat, 27·7; oats, 46·2; and barley, 36·3.

The number of horses in Manitoba is said to be 29,915; sheep, 12,540; hogs, 35,713; horned cattle, 101,681. Cattle have increased largely in Manitoba and in the settlements upon the North Saskatchewan River, but in the grazing district proper there has been a decrease, due in a minor degree to exportation, but largely to the losses resulting from the severe winter.

The inspector of ranches, Dr. Cox Allan, reports the number of horses and cattle in the grazing district in 1887 to be about 93,000.

Dr. Allan reports that this year there are 5,800 sheep in the Alberta District; the number reported last year was 1,700, showing an increase of 4,100.

The above figures do not include the cattle in the Regina, Coteau, Prince Albert, Battleford and Edmonton Districts.

Water Supply in the Districts of Assiniboia and Alberta.

During the past season two well boring machines have been in operation in the vicinity of Regina and Moose Jaw, but the results, I regret to say, are not wholly satisfactory. In a considerable number of cases in the Regina District water has been secured in satisfactory quantity and quality, but not more than one-half of the borings are successful at either Regina or Moose Jaw. Whether this is due to the inadequate penetrating power of the machine employed or to the natural difficulties of geological formation I cannot say. This matter should be the subject of very careful and exhaustive enquiry, and I shall take the earliest possible opportunity of

looking into it. In the accompanying report of Mr. Superintendent Pearce, it is suggested that in the Alberta District a diamond drill costing about $15,000 might be profitably operated by private enterprise. The first cost is, as he points out, considerable, but the machine is not, I believe, an expensive one to operate. With its assistance there is little doubt but that water could be procured in places where an ordinary boring machine would prove useless. If this is the case and if the work should not at an early date be undertaken by private enterprise, further enquiry and consideration may possibly warrant the Government in employing one or two diamond drills in Assiniboia and Alberta.

Coal.

The Superintendent of Mines reports a satisfactory development in coal mining. The output of the several mines now in operation largely exceeds the quantity imported to this country from the United States, which, until recently, provided our sole source of supply This must be regarded as an important factor in the general improvement this year in the condition of Manitoba and the Territories. The local coal is sold considerably cheaper than the imported article. The settler thus gains the full benefit of this difference in cost, and derives advantage as well from the employment which the mines afford.

Regulations for the Disposal of Dominion Lands in British Columbia.

I had the pleasure of visiting the Pacific Coast with the Deputy Minister last summer, partly for the purpose of looking into certain claims preferred to lands in the vicinity of Port Moody, and also in order that we might, by consultation with Mr. H. B. W. Aikman, Agent of Dominion Lands at New Westminster, and Mr. T. S. Higginson, Crown Timber Agent, and by personal observation and enquiry, gain such information as would enable us to recommend for adoption a set of regulations for the disposal of Dominion Lands within the Railway belt in British Columbia.

A draft set of regulations was afterwards discussed by yourself, your Deputy and the Land Board in Winnipeg, the result being the regulations lately issued under the authority of Sub-section 4, of Section 1, cap. 56 of the Revised Statutes of Canada, which appear to be well adapted for the purpose.

I have the honor to be, Sir,

Your obedient servant,

H. H. SMITH.

Commissioner.

No. 2.

CALGARY, 31st October, 1887.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honor to transmit through you for the information of the Honorable the Minister of the Interior, my report for the year ending this date on matters appertaining to my office, or which may have come under my notice, and which may be of sufficient interest to justify a perusal thereof.

At the close of last departmental year, at your request, I was in Winnipeg, where I remained attending to matters brought before the Land Board till early in December, when I returned to Calgary, and where I remained some two weeks, in the mean time visiting Banff and other points. I then returned to Winnipeg, remained in your office a few days, when I proceeded to Ottawa.

When in Ottawa it was deemed advisable to utilize my services there till about 1st May, when I returned to Winnipeg, where I remained until about the 19th of that month. I then went to Banff, and thence to Calgary where I met Mr. Burgess, Deputy Minister of the Interior, and with him visited several portions of the ranching districts. Owing to almost unprecedented high water, the ranching area visited was not so extensive as the Deputy Minister desired, it being impossible to cross many of the streams. I then returned to Calgary, where I remained until the Deputy Minister returned from the coast. I then returned with him and you to Winnipeg, and remained there till the Minister of the Interior started from Winnipeg for the Pacific coast. I accompanied him as far as Calgary, and from there I proceeded to the Lethbridge District and met every settler who was at home in the townships surveyed in that district during the past year. In the latter part of August I met the Minister of the Interior here, and accompanied him to Battleford, and from that point to Winnipeg. I returned to Calgary on the 20th September, and on the following day proceeded to Kamloops, when, with Mr. Aikman, a member of the Land Board, I met the squatters within that portion of the railway belt which might be termed the grazing portion. I accompanied Mr. Aikman to New Westminster, and embraced the opportunity of visiting the St. Alice Hot Springs and Harrison Lake on the shore of which are the said springs. I then returned to Calgary, and a few days subsequently accompanied to Banff Mr. E. A. Nash, who has been recently appointed agent at that point. Afterwards I visited Canmore to personally examine into certain matters connected with the Department at that point.

The foregoing enumerated duties, together with several minor trips and inspections, have kept me fully occupied during the past year.

I have reported through you to the Minister on various matters about which I was instructed to so report, or which came under my observation and were considered worthy of notice.

As to the duties performed by the Land Board, your report will doubtless deal fully therewith.

Establishment of my office and headquarters at Calgary.

Since May, 1884, it has been in contemplation to establish my headquarters here, but it was not till the first of July last that my office here was regularly opened. A good deal of back work had to be put in shape, which, so far, is not fully overtaken.

Grazing and Ranche Matters.

The past winter was the most severe that has been experienced for very many years, and the losses in cattle consequently high, but not nearly so high as in the

ranching country south of the International boundary. As always occurs in such cases, the loss of "pilgrim" stock was particularly heavy, especially in the case of domestic as distinguished from range cattle. Such winters have occurred occasionally in the past, and no doubt will be again experienced. It is particularly unfortunate for those (as was the case last winter with a very large percentage of the whole) in the Canadian North-West who had brought in their stock during the preceding summer. Even such winters as the last may be successfully met if the following conditions could be carried out:—1st, that the stock should be familiar with the range; 2nd, that the calves should all, or nearly all, come between, say 15th April and 15th September; and that sufficient fodder could be put up to feed the weak stock, cows, and calves under one year of age, these to be kept so that they can be looked closely after and fed when necessary. Steers, and heifers not in calf, and all over one year of age, passed through even last winter without at all serious loss. The past season has witnessed the exportation of live cattle direct from the ranches here to England, *viâ* the Canadian Pacific Railway to Montreal and from there to their destination by ocean steamers. These shipments have proved satisfactory to those who undertook them. It is reported that after paying all expenses the cattle have realized about $45 per head. Some of the cattle were slaughtered in Montreal, and were, as regards quality, an agreeable revelation to the purchasers. The time seems opportune for the commencement in this country of beef-packing establishments, similar to those of Chicago, Kansas City, St. Paul, and other cities of the United States. These establishments have contributed very largely to the success of the cattle industry. The facilities granted by the Canadian Pacific Railway Company for the profitable carrying on of such shipment have been, it is stated, all that could be desired.

Tanning Establishments.

The attention of capitalists might well be directed to the prospect of tanning being conducted with large profits at some point along the line of the Canadian Pacific Railway. In the Selkirk range of the Rocky Mountains any amount of hemlock bark should be cheaply procurable in proximity to the road, and any number of water powers could readily and cheaply be rendered available for bark-grinding mills. It is stated the practice now is to ship the portions of the bark valuable for tanning purposes in a pulverized state, pressed into bales. There are now available annually at, say Calgary, at least 10,000 cow hides and 3,000 sheep skins. This supply would be doubled in probably a couple of years, from the fact that once there was a fair market for hides every available one would be brought to market; at present cattle that die natural deaths are seldom skinned. In proportion to the population probably three times more leather is consumed here than in the eastern part of Canada. Harness, saddles and leather leggings add extensively to the consumption.

Sheep.

Sheep have, where ordinary care was exercised, proved very successful; the losses that have been at all heavy have been the result largely of smothering, keeping too many in a flock and stud room limited. The sheep are now being keep in bands of 1,000 to 1,200; formerly there were double that number herded together. It is to be anticipated that in the very near future factories for the manufacture of the wool of the district will be established throughout the country. There are any number of locations where good water-power is available, shipping facilities good, and land at nominal prices sufficient for the employés, so that each may have his "garden patch"; fuel is now very cheap, and building reasonably so, and it will soon be as low as at almost any other point in Canada. Within a year or two at least 200,000 pounds of wool should be available at Calgary.

Horses.

Nature has fitted the grazing portions of our North-West most lavishly in all the essentials for raising cheaply a most excellent class of horses. Water and pas-

turage are abundant, and the topography of the country is such that, if properly bred, horses should have good lungs, size and muscular development, and in every respect should be very healthy. There has heretofore been absolutely no loss in horses pasturing out during the winter. During the present year a very large number of good mares and stallions have been brought in, the greater portion of the stallions and very many mares from Great Britain. The horsemen seem to begin at last to realize that the day of the Cayuse is rapidly drawing to a close, if it has not already done so. The Cayuse was at one time admirably fitted to meet the wants of the country. To carry on horse-breeding successfully enclosures are necessary; each class of breeding mares and stallions must be kept by itself. When the colt is one year of age he can with safety be permitted to roam with the band, the dam being handled continuously, and the colt until a year old, and during that time he probably could profitably be better broken, and while running at large being visited frequently he will not be timid of the approach of or handling by men; the result will be he may be readily and thoroughly broken, not as at present. The large number permanently injured under the present process will be saved, and the result will undoubtedly prove very much more profitable than if the business were conducted as it has been in the past.

This means either the conducting of this business, if on a large scale, by one corporation or individual, the employment of a large amount of capital and a very considerable number of men, or a very large number of small breeders—men owning from 50 to 100 mares.

The provision enabling small leases of about 2,500 acres to be granted to actual settlers in the vicinity of their homesteads has already done much towards the starting of small bands, and will certainly for the future continue to do so in an increasing ratio.

The very severe character of last winter decreased the number of stock in the ranching country south of the International boundary to a very great extent, probably at least 50 per cent.; in some places it was even higher. From that cause many of the men now in the business became alarmed, and rushed every available hoof at all fit either for beef or feeding, to the eastern markets; consequently, districts that were overstocked last year are not fully stocked this year. The result is that the number of cattle anticipated have not been imported. No doubt a great many would have come in had it not been for the strict quarantine regulations that it had been considered advisable to impose; but favorable seasons will again so stock up the ranges that every acre of the Canadian North-West will be in demand.

Dairying.

There are now a few small butter making establishments in the neighborhood of Calgary. Perhaps at no place in the world could dairying be conducted with more profit than along the eastern foot-hills of the Rocky Mountains between the International boundary and, say, the Red Deer River. Water is in abundance; at no point would cattle have to walk such distances to water as would fatigue them; these waters are gravelly-bottom, the purest creeks, rivers and springs; no miring in mud; pasturage in profusion, which, for producing the richest and sweetest milk cannot be excelled anywhere and is rarely equalled; no noxious weeds to impair the taste of the milk. There is scarcely a day during the summer season that there is not breeze enough to prevent flies from tormenting the cattle; the night is invariably cool enough to prevent trouble from this source. The conditions of climate for the manufacture and canning of butter and cheese are all that could be desired. A good article of butter and cheese will bear the cost of transport from here to points where the best markets are available.

Poultry and Eggs.

In connection with dairying, the establishment of henneries could no doubt be profitably conducted to furnish poultry and eggs. Inquiry on the Pacific coast

will show that a large percentage of the butter and eggs consumed there is brought from California. This may surprise many eastern people. The demand for those articles there will without doubt increase at a marvelous rate, as the development of the products of the forest and mine goes on, as go on rapidly it must. Further, the shipping which will undoubtedly increase very rapidly owing to the Canadian Pacific Railway, will consume a vast amount of such products.

Reserves for Stock Watering and Shelter.

During the autumn of 1886 I personally inspected a portion of the Old Man's River, the Belly, and the Bow River and some of the tributaries thereof. Certain river bottoms were reserved to the public by Order in Council, for the purpose of water and shelter. This action has been warmly endorsed by the public generally, and I had hoped to have inspected other portions of the district with a view of recommending further reserves. Time to do so has not been available, but I trust to be able to do so early next season. There is not the slightest doubt of the wisdom of such a course being adopted. Water and shelter, two of nature's most valuable gifts in a stock country, should not be permitted to be controlled by the few to the detriment of the many. This probably cannot be better illustrated than by the quotations which appear further on in this report, illustrating the practices adopted by the stockmen in the United States to secure water and shelter.

It was at one time very frequently stated that the policy of the leasing system was aiding the capitalists at the expense of the individual settler, and comparisons were instituted between the policy of the Canadian Government and that of our neighbors to the south of the line, such comparison not being at all favorable to ourselves. Parties who honestly make such comparisons exhibit very great ignorance of the subject, as the quotations alluded to illustrate. They might be indefinitely multiplied; they show the absurdity of applying a homestead law, suitable for a country in which nearly every quarter section will support a settler, to a district adapted only for stock. Parties who have given the subject considerable attention have recommended the hamlet homestead provisions; the hamlets would be placed at certain centres where crops (usually by irrigation) to some extent could be cultivated.

Irrigation.

It is unfortunate for this district that there have been, prior to this year, no settlers who have had any experience in irrigation. The Mormons, who settled this year south of Macleod, have had such experience, and should their location prove to be one requiring irrigation, the example they will show of what can be done in that way will prove invaluable. Persons who have not tried irrigation, invariably imagine that both the quantity of water required and the laying of it on the land are very much greater than they really are. It was anticipated that certain tests by diamond drill boring, which the North-West Coal and Navigation Company proposed making both for coal and water in the vicinity of Lethbridge, might show that artesian wells could be readily procured and irrigation made possible by such means. That Company have not so far made the anticipated tests, but will probably do so next spring, and should that district prove to be one capable of being irrigated by artesian wells a very large area will be made available for settlement, in which there is everything to be desired so far as both soil and climate are concerned, the rainfall being variable and very frequently too little; but outside of that there are many districts where hay lands could be cheaply made available by irrigation, and it is to be hoped this to some extent will be tested. The more hay obtainable, the more stock the country will support. The winter capacity of the best grazing district is not 25 per cent. of its summer capacity.

Prairie Fires.

The greatest source of danger to the cattle industry and also to the smallest settlers in this country is prairie fires.

This subject was alluded to at length in my report of last year, and after giving it considerable attention since then, I am of opinion that the origin of not more than five per cent. of the fires can be discovered. They are, no doubt, in the vast majority of cases, started accidentally; but if the truth were known, they are also lit by "pilgrims," *i e.*—those who have been only a short time in the country. Many are caused in attempting to make "fire-breaks" around buildings, stacks, &c. No doubt, in many cases, the fires are thought to be wholly out, and the parties have left the scene. An unperceived smouldering, however, is going on in some particle of dry cow-dung or in an ant-hill, and hours afterwards a strong wind arising carries sparks from the smouldering matter to the neighboring grass, and the result is probably the destruction of many thousand dollars worth of property. There is enough property destroyed each year in this country by prairie fires in the settled districts to put a fire break 30 feet in width around every section. If these strips for fire breaks were ploughed at the time the sod thoroughly rots, they could thereafter be cheaply maintained by occasionally running a cultivator over them.

Might it not be well to enact that no fire-breaks should be made except by ploughing; and, further, that even when fires are put out this shall be done only under the supervision of some official in each district authorized to act, and only then when whatever aid he desires is furnished. Make the penalty severe for all fires started accidentally or otherwise. The subject is within the jurisdiction of the North-West Council.

Wolves.

This subject was also alluded to in my report of last year. Some of the stockmen have imported from Europe a number of large, powerful and ferocious looking wolf and stag hounds.

Stock Associations.

There are two stock asssociations, one for the northern, the other for the southern portion of Alberta. Each has minor associations, or branches, which look after the interest of their respective neighborhoods. For a stock association to fulfil its maximum usefulness it is necesary that the management be vigorous and that its powers be ample. I do not know to what extent the North-West Territories associations possess these qualities, but now that they have become organized it is to be anticipated that if they do not already possess them they will do so shortly; the interests they are expected to conserve are sufficient to warrant a great deal of attention being paid to them.

Coal Mining.

Outside of mining by individual settlers for their personal wants, or the requirements of the immediate neighborhood, coal mining has been, in the North-West, confined to the following points, viz., Lethbridge, Medicine Hat, Bow River Mines and Anthracite.

Lethbridge.

The coal mining at this point is carried on by the North-West Coal and Navigation Company, on rather an extensive scale. As the mining goes in from the outcrop the quality has greatly improved, which, and the introduction, about twelve months since, of coal-cutting machines, has made the out-put there a first class bituminous coal, and for steam and domestic purposes all that can be desired.

Medicine Hat.

The out put of this mine, near Stair station, Canadian Pacific Railway, was at one time considerable. Opened first in autumn of 1883, it has had a rather checkered career, caused chiefly by want of capital by the promoters; and, after several varia-

tions of financial embarrassment and litigation, it for some months past has ceased to be worked. A new company has been formed to develop the coal deposit on the opposite bank of the river, which is claimed to be of superior quality. This will necessitate the building of a branch line of railway from Medicine Hat, and the promoters, who have the necessary parliamentary authority, state that they have obtained a good line to their property, and intend developing it shortly.

Bow River Mines.

These mines are situated immediately adjacent to the Canadian Pacific Railway, about twenty-seven miles west of Calgary. The seam has been worked to a small extent for the past two years, and lies in sandstone; it has a dip of about 33°, is about four feet in thickness, and is a first class cooking coal, containing a very large amount of resinous matter, consequently an intense heat can be obtained quickly; it is also a favorite coal with railway engine drivers. This seam has heretofore been badly worked from want of capital. More attention has been paid to obtaining a return from coal mined than opening the mine with any regard for system, and the result is that a great deal of what has been done must be abandoned if the mine is to be worked as it should be. New capital, it is stated, has been put into the concern, and at present the work carried on is largely exploratory. Where the mine has been opened seems to have been a point at which considerable geological disturbance has occurred, and probably when the mining is carried to a certain depth it may be found more easily worked and the deposit more compact in its nature. A new seam has been lately opened about one mile north of the old workings. It has not been developed sufficiently, however, as yet to enable one to judge what the probabilities are. It will possibly prove to be the same seam as already worked. The outcrop, however, is of excellent quality.

Anthracite.

From recent explorations, it would appear that from the Gap to Anthracite station is one large anthracite coal deposit. Very many seams exist, varying in thickness from 40 feet down to a few inches. All, or nearly all, of it lies in sandstone, having a dip to the south-west varying from 30 to 45°. There is considerable variety of quality in the different seams, also in the same seam, but they have now been sufficiently opened to warrant the assertion that an almost unlimited supply of anthracite of first-class quality exists there. The mine owned by the Canadian Anthracite Coal Company has for the past year been pushed with a great deal of vigor, and the result appears to warrant still larger expenditure. The experiment has been made of placing this coal on the market of San Francisco and other Pacific coast points, and if the result proves what is probable, in a very few years, no doubt, a trade will be built up which to most at present would appear incredible. The result will prove of incalculable benefit, and the traffic therefrom on the British Columbia portion of the Canadian Pacific Railway will be such that probably no part of that line will prove of greater benefit to Canada. It is within the range of probability that in mineral development in the Rocky and Selkirk Mountains alone the return will be sufficient to fully recoup both to the company and country the outlay.

Diamond Drill Company.

In connection with coal mining and prospecting, there is no doubt the use of a diamond drill would in several cases already in our territory have saved its cost several times over, and it seems incredible that it has not already come into use. The first cost is considerable; the machinery necessary for a well equipped diamond drill company would probably cost from $12,000 to $15,000, but would, without doubt, prove a remunerative enterprise.

Natural Gas.

The existence of two natural gas wells at stations of the Canadian Pacific Railway indicates the probability of large supplies of that material at other points, were proper tests made and appliances used to utilize it when found. If, for instance, natural gas were obtained at Calgary, a manufacturing point would be at once established. The coal interest need not be at all alarmed, as statistics from the natural gas producing States show that the quantity of coal mined has increased and the demand for coal lands improved.

In this connection the following extracts from the report of the Inspector of Mines for the State of Ohio may prove interesting:—

"The past year has also witnessed a more general investment in coal lands all over the country than has been noticed in the same time for many years. These investments are in the shape of purchases of large tracts of coal and mineral lands by companies with large surplus capital with which to develop and operate them. They seem to be confined to no special locality or state. Corporations with immense capital have purchased thousands of acres of coal land in Alabama, Tennessee, Virginia, Illinois and Ohio, and a Canadian company has also been organized to develop alleged anthracite deposits in the Rocky Mountains. The manufacture of coke is receiving more attention, and in some of the cases alluded to above, purchases of land have been made with a view of engaging in this industry as the main business."

"*Natural Gas and the Coal Trade.*"

"(In considering this subject special reference is made herein to the coal trade of Ohio, and so far as the same is relatively affected, western Pennsylvania, as comprising mainly the territory in which natural gas has come into competition with coal.) It is said that natural gas has been discovered in paying quantities in nineteen States and Territories. No record is kept of the yield of natural gas in cubic feet, but the chief of the Bureau of Mineral Statistics estimates that the amount of coal displaced by gas in 1885 was 3,160,600 tons, valued at $4,854,200. In 1884 the coal displaced was valued at $1,460,000. The yield has increased tenfold since 1883. In western Pennsylvania alone sixty-six natural gas companies have been organized and nearly $21,000,000 of capital invested. There is said to be 461 miles of gas mains entering Pittsburgh, and it is estimated that two and one-half million tons of coal have been displaced there the past year. The gas companies and the increase of active work in the iron mills have, however, given employment to over 3,500 men supposed to have been thrown idle in mining and other industries by the introduction of natural gas."

"The revenues now received for supplying gas in Pittsburgh amount to over $2,000,000 per annum. A statement of the earnings of one of the large natural gas companies there, for a period of eight months, shows gross earnings, $964,665; total expenses and interest charges, $242,884; net earnings, $721,781. The company divided $400,000 in eight months, being one per cent. monthly, and had a surplus left of $321,871."

The following from the bulletin of the American Iron and Steel Association, will give some idea of the extent of the introduction of natural gas in the great iron and steel district of western Pennsylvania:—

"Two years ago not more than six rolling mills and steel works in the United States used natural gas as fuel; now we have a record of sixty-eight rolling mills and steel works which use the new fuel, and of sixteen which are making preparations to use it. Every rolling mill and steel works in Allegheny County, Pennsylvania, fifty-five in all, now use natural gas. In western Pennsylvania, outside of Allegheny County, it is used in twelve mills and steel works, and seven others, including the rolling mill and Gautier departments of the Cambria iron works, 79 miles east of Pittsburgh, are preparing to use it. One rolling mill in Ohio is now using it, and eight mills are getting ready to use it. At Wheeling, West Virginia,

one mill is making arrangements to introduce it. In all but a very few of the mills and steel works referred to, natural gas is used as fuel exclusively."

"Since this was written all the mills on both sides of the Ohio River, at and near Wheeling, have begun using the new fuel, which will add considerably to the list above enumerated, and all of which draw their supply of gas from the same district. The mills of Youngstown, as noticed farther on, are also about to join in the general use of gas."

"At to the permanency of the supply, opinions differ. Professor Lesley, of the Pennsylvania Geological Survey, in a paper read before the Institute of Mining Engineers, says: 'I take this opportunity to express my opinion in the strongest terms, that the amazing exhibition of oil and gas, which has characterized the last twenty years, and will probably characterize the next ten or twenty years, is nevertheless not only geologically, but historically, a temporary and vanishing phenomenon, one which young men will live to see come to its natural end. And this opinion I do not entertain in any loose or unreasonable form; it is the result of both an active and a thoughtful acquaintance with the subject. * * * * For I am no geologist if it be true that the manufacture of oil in the laboratory of nature is still going on the hundredth or the thousandth part of the rate of its exhaustion. * * * * I hold the same opinion respecting gas, and for the same reasons, with the difference merely that the end will certainly come sooner, and be all the more hastened by the multiplication of the gas wells and of the fire boxes and furnaces to which it is led,' &c."

"Experience has shown that the pressure of the wells increases and diminishes at times, but the general tendency is to decrease gradually. One well, in the Cannonsburg field in Pennsylvania, has been flowing for a year, and shows, by measurement, a decrease in that time of thirty-five pounds pressure to the square inch. The Homewood gas district at Pittsburgh, opened in 1884, is now practically exhausted. There is no doubt that in many instances where piped gas has given out at the point of consumption, the cause can be traced to defective methods of piping and distributing rather than to a falling off in the supply. Nevertheless, gas men have very generally come to the conclusion that the life of a well is a mere question of time, and that the gas company having the largest territory to draw from may be considered the surest of longevity."

"As yet natural gas has not been successfully utilized as a fuel in blast furnaces. An experiment was made in this direction by the Isabella Furnace, near Pittsburgh. The result was that a reduction of ten per cent. in the coke supply caused the furnace to show signs of chilling, and the manager was obliged to return to the former amount of coke to avoid trouble in the working of the furnace. Without radical change in the present furnace practice it would seem to be impossible to substitute gas for coal or coke in smelting iron. A solid fuel is necessary to support the burden, and the fuel should be mixed through and permeate the whole mass. Until this difficuly can be overcome, it is not probable that a gaseous fuel will entirely take the place of others in blast furnaces. At Findlay and Bowling Green, where lime is being burned by natural gas, the same difficulty is met with. The stone nearest the gas jet is burned too hard, while that furthest away receives too little heat. If this be the case in small lime kilns, how much greater difficulty would be met in introducing a similar fuel in our large furnaces, under conditions, in this respect, comparatively analogous."

Petroleum.

The alleged petroleum discoveries at Lake Dauphin have not as yet been sufficiently tested to enable one to state whether or not that mineral exists in quantities to be of any considerable economic value. The expense of placing the necessary machinery there has been largely the cause; a company has, however, made a fair effort, but had the services of a diamond drill company been available, much more information could have been obtained than has been heretofore. There is a danger, if the present

company is not successful where they are drilling at present, that the effort to obtain petroleum in that district may for the present be abandoned, though there is no reason why this should be the case, as the best oil-producing regions have more dry than oil-producing holes.

It is almost if not absolutely certain that there are large areas of petroleum producing basins on the Athabaska River, and from specimens of rocks obtained it is probable that the basins extend to the neighborhood of Edmonton and possibly even further south. In that region with the prospect of railway communication in the near future, there should ere long be developments. The discovery of that substance would, more than anything else, hasten the construction of such railway or railways. The location of the beds is admirable; the Pacific ports, it is stated, take the majority of the oil now produced in Pennsylvania, and the probable exhaustion of the basins of that State in the near future increases materially the prospective value of those of our North-West.

Some very rich mineral leads have been opened in the Selkirks, near Illecillewaet station, Canadian Pacific Railway, but they are located so high up the mountain that without the construction of some means of communication, probably, say suspended cables, the ore is too expensively brought to shipping points, and the short season during which it can be packed renders development very difficult. Sufficient, however, has been shown of these leads to warrant the belief that very shortly a large mining town will spring up there. The attention of capitalists during the past season has been directed to many other points in the country, and if once the right class of smelters are established, there will be seen a boom in mining which few now anticipate.

Smelting and Reduction Works.

There has been considerable discussion during the past three months over the erection at various points of these works. As yet there is not one in Canada, and any ore requiring treatment other than what can be obtained by an ordinary stamp mill has to be sent either to the United States, Great Britain or Germany. Let once the proper kind of works be established at any point on the Canadian Pacific Railway between, say Calgary and Vancouver, and in a very short space of time there will be such an impetus given to mining that at least half a dozen of the better class of reduction works will be started at as many different points, with, in every mining camp, one or more of the works utilized in the preliminary smelting. Nature has supplied everything necessary; superior cooking coal, iron and copper ores, limestone, and the timber suitable for the manufacture of charcoal.

Lumber trade of the Canadian Pacific Railway Company in British Columbia.

The past twelve months have witnessed the shipments of very large amounts of timber from British Columbia to the east; some of it has gone as far east as Montreal. Sawn timber upwards of 90 feet in length has been shipped to that point. There is a very large amount of wealth in timber in the railway belt, if it be not destroyed by forest fires, which, however, there, as at very many other points on the continent, have been more than usually severe during the past summer. It is only by the utmost vigilance that our valuable heritage in timber there can be preserved, and it is desirable that every step possible should be taken to prevent its destruction. Many imagine that forest fires cannot be successfully fought, but the experience gained in the eastern lumber regions shows that they can be to a very considerable extent. The resinous nature of a large percentage of the British Columbia timber will render that operation difficult, but organization would no doubt tend to minimize the destruction.

Mormon Settlement.

On Lee's Creek, south of the Blood Indian Reserve, in June last, several families of Mormons made a settlement. Notices have appeared in the press relative to these,

and in some cases the probable injurious effect of their religious belief has been dilated upon, adversely to the encouragement of such settlers.

No complaint has been made against this sect because of its many large and flourishing settlements in Montana, Idaho, Washington Territory, Oregon and other places. They have, on the contrary, received every encouragement, so that no fear need be entertained by Canada on that head, particularly if they are made to comply with our laws from the commencement. It may not have been generally known that there was for some years and possibly is yet in existence a Mormon settlement in Manitoba. It was started in 1875 and 1876, but it was not in 1878 at all in a flourishing condition owing to misfortune in the choice of location. The leaders of it were not like the leaders of this community south of McLeod, well qualified to manage and to carry their enterprise to a successful conclusion.

I have not personally visited this settlement, but hope to do so shortly. In another part of this report allusion is made to the example they will probably show in the way of irrigation.

Canadian Pacific Railway Experimental Farms.

The results from the establishment of these have been, on the whole, very satisfactory, and it is stated that at each section house between Moose Jaw and Calgary next year that corporation intends conducting what might be termed a large garden, devoted, to a considerable extent, to experiments in vegetables, shrubs, trees, plants, &c., and to be conducted under intelligent superintendence. If such be done thoroughly and intelligently, though probably there will be many failures, the information obtained will prove of incalculable benefit to the country. Each of these will become representative points of the various localities, and the intending settler will learn what vegetables, grains, trees, plants, &c., are suitable or will grow there.

I have the honor to be, Sir,

Your obedient servan

WM. PEARCE,

Superintendent of Mines.

No. 3.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 31st October, 1887.

SIR,—I have the honor to submit the following report of the work of my office, to accompany your report for the year ending to-day.

In the month of November, 1886, I inspected the Land Offices at Deloraine, Brandon and Regina, and the Land and Timber Offices at Calgary.

During the month of December I was engaged at Ottawa on work connected with the Agencies.

Early in January, 1887, I returned to Winnipeg and took charge of your office while you were attending to the business of the Land Board.

In February I visited the office at Brandon.

In April I visited the Land and Timber Offices at Calgary, the Rocky Mountains Park at Banff, and the Land Offices at Regina and Lethbridge.

In May I visited the Land Offices at Manitou, Deloraine and Carlyle, and the Intelligence Office at Moosomin.

In June I went to Prince Albert and Battleford, and inspected the Timber and Land Offices at those points.

During July and August I took charge of your office while you were absent with the Deputy Minister.

In September I inspected the Land Offices at Minnedosa, Birtle, Brandon, Deloraine and Manitou; and, during the current month, I visited the Land and Timber Offices at Calgary, Edmonton and New Westminster.

The results of these inspections, which have from time to time formed the subjects of reports for the information of the Minister, have, as a general thing, been satisfactory.

The work of the Agencies is in a satisfactory condition, and I have found a desire on the part of the officials to perform their duties faithfully.

I submit, herewith, a schedule setting forth the business transacted at the several Agencies during the past year. This schedule deals only with the business transacted at the Agencies and does not, therefore, include entries and sales of lands effected in the tracts of colonization companies.

A statement showing the contingent expenditures of the several Agencies accompanies this report.

I have the honor to be, Sir,

Your obedient servant,

J. M. GORDON,
Inspector of Agencies.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg.

REPORT showing work performed at the various Agencies for Year ending 31st October, 1887.

No. of Agency.	Agency.	Letters.		Circulars.		Recommendations for Patents.								Cancelled Entries.				Hay Permits Issued.	Wood Lots.	
						Free Homesteads.				Purchased after 12 Months' Residence.				Homesteads.		Pre-emptions.				
						Granted.		Refused.		Granted.		Refused.								
		Received.	Sent.	Received.	Sent.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.		Entered	Sold.
1	Battleford	481	642	38	.....	2	320	.....	.....	.....	.....	.....	.....	2	320	2	305·57	81	...	....
2	Birtle	2,418	2,777	41	.....	156	24,960	35	5,600	5	1,600	.....	.....	103	16,480	72	11,520	....	.....	.....
3	Calgary	1,467	1,447	41	143	29	4,617·70	.....	.....	.....	.....	.....	.....	16	2,560	10	1,600	33	....	.....
4	Côteau	590	1,010	51	.....	26	4,160	1	160	.....	.....	.....	.....	11	1,920	10	1,600	5	....	.....
5	Dufferin	2,034	2,838	47	.....	77	12,320	1	160	.....	.....	.....	....	61	9,760	83	13,280	51	.....	1
6	Edmonton	631	938	43	.....	21	2,393	2	320	.....	.....	.....	.....	2	320	.....	.....	55	.....	.....
7	Little Saskatchewan	1,544	2,040	40	38	70	11,200	3	480	.....	.....	.....	.....	56	8,960	31	4,960	14	....	.....
8	Lethbridge	606	788	40	.....	2	320	2	186·48	.....	.....	.....	.....	3	467·50	.....	.....	8	.....	.....
9	New Westminster	1,231	990	23	.....	*a* 27	2,916	.....	.....	.....	.....	.....	.....	2	219	....	.....	6	....	.....
10	Prince Albert	993	1,357	38	.....	8	1,240	3	480	.....	.....	.....	....	10	1,600	7	1,120	54	.....	.....
11	Qu'Appelle	6,552	7,575	56	.....	383	61,280	243	38,880	.....	.....	.....	.....	133	20,631·57	153	23,586·71	244	....	.....
12	Souris	3,590	3,642	34	.....	389	62,240	5	800	3	480	.....	.....	87	13,920	32	5,120	61	.....	.....
13	Swift Current	198	180	7	.....	9	1,440	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
14	Touchwood	574	597	38	.....	33	5,233·28	4	637·76	.....	.....	.....	.....	12	1,920	10	1,600	4	.....	....
15	Turtle Mountain	2,288	2,740	37	.....	187	29,200	9	1,440	2	640	.....	....	86	13,680	63	10,000	17	....	.....
16	Winnipeg	2,156	2,206	30	400	103	15,974	10	1,600	.....	.....	.....	.....	49	7,446	24	3,526	62	1	2
	Totals	27,353	31,767	604	581	1,522	240,813·98	318	50,744·24	10	2,720	.....	.....	633	100,204·07	497	78,218·28	696	1	3

a Homesteads recommended to Commissioner at $1 an acre.

No. of Agency.	Homesteads and Pre-emption Entries.															
	Land not Previously Entered.				Cancelled Lands Re-entered.						Abandoned Pre-emptions Homesteaded.		Total Homesteads.		Total Pre-emptions.	
	Homesteads.		Pre-emption.		Homesteads, 160 acres.		Pre-emptions, 160 acres.		Homesteads, 80 acres.		Pre-emptions 80 acres.					
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area	No.	Area	No.	Area.	No.	Area.	No.	Area.
1	*5 32	6,387·66	18	2,836·06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*5 32	6,387·66	18	2,836·06
2	105	16,800	11	2,240	85	13,600	49	7,840	8	640	8	640	16	2,560	*10 204	33,600	71	10,720
3	197	31,520	99	15,840	17	2,720	9	1,440	.....	.....	.....	.....	.....	.....	214	34,240	108	17,280
4	*5 33	6,839	18	2,880	*1 10	1,920	10	1,600	.....	.....	.....	.....	.....	.....	*6 43	8,759	29	4,640
5	*3 33	960 5,280	5	800	55	8,800	12	1,920	4	320	4	320	(13	2,080)	*3 92	15,360	21	3,040
6	*1 37	160 5,647·82	Free 1 10	160 1,309·68	2	320	1	160	.....	.....	.....	.....	.....	.....	*1 39	6,127·82	Free 1 11	1,629·68
7	61	9,500	12	1,920	40	6,400	12	1,920	2	160	2	160	21	3,360	Free 1 123	19,420	Free 1 25	4,000
8	*1 14	2,385·30	6	831·62	2	307·50	.....	.....	.....	.....	.....	.....	.....	.....	*1 16	2,692·80	6	831·62
9	356	53,774	.....	.....	1	160	.....	.....	.....	.....	.....	.....	.....	.....	356	53,944	.....	.....
10	63	11,358	14	2,240	8	1,280	3	480	.....	.....	.....	.....	(2	0)	*4 67	12,638	17	2,720
11	*5 113	18,867·47	28	4,480	*1 55	9,120	43	6,782·99	2	160	2	160	.....	.....	*6 170	28,147	73	11,422·99
12	*3 88	14,880	26	4,160	120	19,200	30	4,800	22	1,760	21	1,680	22	3,520	*3 252	39,360	77	10,640
13	7	1,120	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	1,120	2	320
14	15	2,470	8	1,199·62	1	155·50	1	160	.....	.....	.....	.....	.....	.....	*1 15	2,625·50	9	1,359·60
15	39	6,240	15	2,400	103	16,480	71	11,360	14	1,120	14	1,120	2	320	Free 2 146	24,160	Free 1 99	14,880
16	121	17,051	8	468	75	11,748	4	640	5	400	4	320	6	960	*5 202	30,959	16	1,428
	1,336	212,010·25	284	44,084.96	576	92,211	245	39,102·99	57	4,560	56	4,400	67	13,120	2,036	319,500·78	585	87,747·95

* Military Bounty Warrants.

REPORT showing work performed at the various Agencies for Year ending 31st October, 1887.—*Continued.*

No. of Agency.	Homestead and Pre-emption Entries.		Entries by Agent.	Mining Locations Recorded.	Sales.						Returns to Head Office.		Expenditure.				Receipts.
	Second Entries.				Homesteads after 12 Months' Residence.		Pre-emptions.		General.		Town Site.						
	No.	Area.	No.	No	No.	Area.	No	Area.	No.	Area.	No	No.	Amounts.	Salaries.	Travelling Expenses.	Contingent Account.	Total Expenss.	Homestead Entry Fees.
													$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
1	.....	....	.....	.....	..	....	1	160	5	414·66	1	68	2,504 77	1,200 00	....	282 02	1,482 02	320 00
2	23	3,680	52	.....	4	1,280	20	3,200	7	1,930 05	.....	22	13,018 29	1,930 00	....	466 23	2,396 23	2,040 00
3	1	160	5	16	.....	....	10	1,537 76	17	4,572·78	821	99	45,153 49	3,474 50	13 00	572 02	4,059 52	2,140 00
4	11	1,719	6	.....	.....	....	12	1,920	.....	....	....	35	5,092 96	1,995 00	....	207 34	2,202 34	440 00
5	9	1,440	.....	.....	.....	....	74	11,747·22	.....	....	....	51	33,008 47	2,237 62	9 95	183 57	2,431 14	920 00
6	.....	....	.....	8	...	....	14	1,757·88	25	1,692·75	.....	48	5,298 27	1,870 00	57 00	381 14	2,308 14	390 00
7	17	2,720	6	35	.....	....	28	4,480	14	2,240	....	41	8,719 04	1,990 75	....	199 41	2,190 16	1,230 00
8	....	....	3	.....	.....	....	.....	....	10	2,042	22	21	10,026 59	1,200 00	40 00	414 94	1,654 94	160 00
9	.....	....	3	....	.....	....	...	....	14	1,475	4	59	8,250 68	5,688 00	....	658 39	6,346 39	3,560 00
10	7	1,424	.....	.....	.....	....	22	3,327	23	4,031	.....	44	7,089 25	2,236 00	....	244 62	2,480 62	670 00
11	17	2,771·50	76	....	.....	....	42	4,000	20	3,686	.....	47	17,434 11	4,031 85	....	691 41	4,723 26	a 1,710 00
12	46	7,360	3	....	3	480	161	25,128·94	41	5,891·47	.....	58	51,192 22	5,147 08	....	608 10	5,755 18	2,520 00
13	....	....	5	.....	.....	... ...	.....	... ...	.....	....	.....	5	105 00	....	....	....	....	70 00
14	1	236	3	.....	.....	....	4	609·52	1	320	.....	12	1,027 40	276 00	41 50	38 86	386 36	150 00
15	.....	....	.....	....	3	959·60	98	15,712·67	14	4,078·64	.....	45	35,428 38	2,691 50	....	292 22	2,983 72	1,460 00
16	11	1,643	25	.....	.....	....	17	2,528	33	3,341	16	48	19,654 87	4,440 50	....	231 00	4,671 50	2,020 00
	143	23,153·50	187	59	10	2,719·60	503	76,108·99	224	35,715·36	864	.....	264,003 79	40,408 80	191 45	5,471 27	46,071 52	19,800 00

A fee of $20 was charged for one Homestead Entry, C.O., Letter 72,726.

Report showing work performed at the various Agencies for Year ending 31st October, 1887.—*Concluded.*

No. of Agency.	Receipts.											
	Pre-emption Entry Fees.	Fees charged for cost of Cancellation.	Improvements for Government.	Other Sources.	Sales.		Hay Permits.	Fees for Interchange of Entries.	Entries for Cancelled Lands. Amounts Paid and Payable for Pre-emptions over $2.50 per acre.		Wood Lots.	Total Receipts.
					Pre-emptions.	Other.			Paid.	Payable.		
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	cts.
1	180 00	.....	.....	8 00	160 80	T. lots 1,573 25 743 82	499 90	20 00	.....	.....	.....	3,504 77
2	710 00	1,340 00	405 00	.....	5,902 78	2,500 51	.....	50 00	70 00	(60 00)	.....	13,018 29
3	1,080 00	340 00	686 75	Mining 80 00 8 00	3,584 40	T. site 31,925 23 5,152 41	86 70	20 00	50 00	.....	.....	45,153 49
4	290 00	200 00	142 50	.....	2,451 91	1,548 05	10 50	10 00	.....	.....	.....	5,092 96
5	210 00	585 00	100 50	23 35	7,560 75	23,434 61	104 70	50 00	.....	.....	19 56	33,008 47
6	110 00	10 00	40 00	42 00	1,916 25	2,661 12	128 90	.....	.....	.....	.....	5,293 27
7	250 00	575 00	115 00	Mining 175 00 7 50	5,302 33	1,032 11	22 10	10 00	.....	.....	.....	8,719 04
8	60 00	20 00	.....	.....	.....	McLeod Town site 750 00 9,011 09	25 50	.....	.....	.....	.....	10,026 59
9	.....	.....	10 00	.....	.....	Hd. sales 1,277 00 3,341 68	62 00	.....	.....	.....	.....	8,250 68
10	170 00	130 00	31 00	54 90	1,636 40	4,315 70	81 25	.....	.....	.....	.....	7,089 25
11	730 00	830 00	75 00	6 60	7,131 53	6,421 08	388 10	30 00	111 80	(80 00)	.....	17,434 11
12	770 00	1,560 00	540 10	.....	38,032 30	7,315 12	102 30	90 00	262 40	(100 00)	.....	51,192 22
13	20 00	.....	.....	.....	.....	.....	15 00	.....	.....	.....	.....	105 00
14	90 00	20 00	.....	.....	80 00	678 40	9 00	.....	.....	.....	.....	1,027 40
15	990 00	1,565 00	394 81	20 00	21,984 15	8,797 17	34 90	20 00	162 35	(164 92)	.....	35,428 38
16	160 00	555 00	85 00	Mining 257 50 409 73	2,391 16	13,424 98	218 50	20 00	.....	.....	113 00	19,654 87
	5,820 00	7,730 00	2,625 66	1,092 58	98,134 76	125,902 33	1,789 35	320 00	656 55	.....	132 56	264,003 79

STATEMENT showing Contingent Expenditure of the several Agencies, for Year ending 31st October, 1887.

Agency.	Fuel.	Light.	Office Attendance.	Postage.	Telegrams.	Office Furniture.	Stationery.	Inspection Expenses.	Sundries.		Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.
Winnipeg	.....	.....	104 10	91 66	0 35	.....	5 50	.....	.....	29 39	231 00
Dufferin	48 95	15 60	14 00	95 90	0 50	.....	3 72	.....	.....	4 90	183 57
Little Saskatchewan	75 00	.....	.....	99 41	1 80	.....	4 90	.....	.....	18 20	199 41
Birtle*	*182 00	8 50	60 00	106 43	1 20	76 50	8 90	.....	.....	22 70	466 23
Souris	113 45	8 95	86 00	253 03	6 03	23 50	57 55	.....	.....	59 60	608 10
Turtle Mountain	70 75	9 40	12 30	152 25	1 25	7 80	11 72	.....	.....	26 75	292 22
Coteau	113 25	6 55	24 00	53 34	.....	.....	3 75	.....	.....	6 4	207 34
Qu'Appelle	85 26	1 00	102 00	351 08	29 13	8 80	25 95	.....	Office repairs Sundries	50 00 38 19	691 41
Touchwood	4 00	.....	.....	13 30	.....	.....	2 00	.....	Expressage Sundries	12 91 6 65	38 86
Prince Albert	80 50	5 00	65 00	59 00	11 12	.....	3 00	.....	.....	21 00	244 62
Battleford	126 75	19 00	45 00	54 00	.....	6 60	5 00	.....	Cartage of saf Sundries	11 00 14 67	222 02
Edmonton	95 75	8 00	60 00	69 89	.....	55 00	36 75	.....	Moving safe, &c. Sundries	10 75 45 00	381 14
Calgary	170 30	25 85	94 00	133 80	30 87	21 75	17 40	.....	.....	78 05	572 02
Lethbridge	34 75	.....	29 00	59 38	25 31	8 50	1 00	.....	Travelling expenses.... Rent Sundries	40 00 111 00 106 00	414 94
New Westminster	.....	.....	.....	56 50	22 72	6 00	37 74	443 88	Expenses of removal ... Statutes, B.C Sundries	26 00 39 50 26 05	658 39
	1,200 71	107 85	695 40	1,648 97	130 37	214 45	224 88	443 88		804 76	5,471 27
Crown Timber Agencies.											
Winnipeg	.....	2 70	5 50	177 38	24 34	9 70	2 00	2,220 63	Commission on seizures and permits.. Sundries	347 47 98 40	2,888 12
Prince Albert	66 25	14 20	18 00	22 80	.....	30 00	2 60	345 00	.....	9 00	507 85
Edmonton	.....	.....	.....	17 08	3 66	.....	.....	93 19	.....	9 50	122 43
Calgary	.....	.....	32 50	12 00	0 70	.....	.....	36 73	.....	9 00	90 93
	66 25	16 90	56 00	229 26	28 70	39 70	4 60	2,694 55		473 37	3,609 33

*Coal for 2 years.

No. 4.

New Westminster, B.C., 1st November, 1887.

Sir,—I have the honor to report through you for the Minister's information upon matters of interest relating to Crown Lands in British Columbia administered by the Dominion Government.

The New Westminster Agency having been but recently opened at the date of my last report, little could then be said of the progress made in settlement of the lands within the Railway Belt. The Agency may now be considered as fairly established and in good working order; its operations, however, by reason of the partially explored state of the country and the immense extent of territory yet to be surveyed, have been limited chiefly to the New Westminster District, in which an area of 71,148 acres has been entered under the Homestead Regulations since the lands were opened for entry in August, 1886, and at least an equal area is held by squatters on unsurveyed lands, and in townships the surveys whereof are awaiting confirmation. In Chilliwhack Municipality, comprising about five townships, nearly all the available lands have also been squatted upon.

This municipality is one of the most thriving settlements in the Province, producing large quantities of hay, oats, barley, peas and root crops, butter, cheese, and other marketable products; but up to the present time no steps have been taken to investigate the claims of settlers and open the lands for entry, nor can anything be done towards that end before the dispute between the Provincial and Dominion Governments, with respect to the ownership of these lands—which are claimed by the former Government under an effete Provincial Act known as the Sumass Dyking Act, 1878—has been settled or finally set at rest by a decree of the Exchequer Court of Canada. The *bonâ fide* settlers on these lands are very anxious to obtain titles, and would much prefer to have them administered under the Dominion Regulations. In the interest of all parties it is to be hoped that the proposition which the Minister made to the Provincial Government during your visit to Victoria last summer may be acquiesced in by the Provincial authorities.

This proposition was to the effect that the lands in question, pending a decision of the Court, should be administered under the Dominion Regulations, the patents to be issued jointly by the two Governments, and the purchase money of $1.00 per acre paid to the credit of the Receiver-General to abide the ultimate decree of the Court. A settlement on this basis would be a great boon to the settlers, as all further delay would be avoided and they could at once get their entries, and many of them their patents.

Outside of the municipality of Chilliwhack the uneasiness which had long been felt by the settlers of New Westminster District in consequence of the lands having been unavoidably kept locked up since 1878 under the Railway Reserve, was entirely dispelled by the establishment of this Agency, and they are now assured that under the Dominion their claims will be respected, and so far as I have been able to learn they are perfectly satisfied with the present administration of the lands. Speaking generally, the public feeling is that under our Regulations this beautiful and fertile district, which has so long remained uncultivated and almost unpopulated, will soon become the centre both of the population and the wealth of the Province, and it is well understood that the aim and intent of the Dominion Government is to have every available quarter section in the district occupied by a producer and consumer.

Settlers who have obtained entry are, as a rule, well pleased with their locations, and by far the greater number are steadily fulfilling the conditions of settlement.

The wet, backward spring, followed by an unusually dry summer this year, has proved rather discouraging, but notwithstanding these drawbacks the grain crops have been nearly up to the average, and the preparation of the ground for next year's

operations has been proceeded with under the most favorable conditions; the drought has affected the root crops more than any other, especially on the high lands. On the low lands the yield has been fully up to the average and of unusually good quality.

The fruit crop, as a whole, has been very satisfactory, apples and pears being particularly fine, both as regards size, quality and yield; the supply of home grown fruit, however, is not at all adequate to meet the demands of the local market, the bulk of the fruit consumed being imported from Oregon and California. The early settlers of this Province do not appear to have been fully alive to the importance of this pleasant and profitable industry, their orchards, generally speaking, being small and ill-kept; in fact, fruit growing has been merely a side issue, just sufficient to give a satisfactory test of the climatic conditions and productiveness of the soil, and to show the unlimited capabilities of the Province as a fruit growing region. Our homesteaders on the railway lands, especially those from the Eastern Provinces, are more far-seeing, as many of them are making strenuous efforts to plant all the trees that they can command. The adoption of certain provisions, framed specially to encourage fruit culture, promulgated in the recently amended regulations, is a step in the right direction, and one which, when fully understood, will be duly appreciated, especially by settlers of small means; these provisions are very liberal and permit the homesteading without conditions of residence, of legal sub-divisions of various areas to which a title may be acquired at the end of five years, on payment of $1 per acre for the land, and on proving to your satisfaction that a certain portion of the area entered has been annually, during the first three years, cleared, fenced and planted with fruit trees, and also maintained under good culture until the expiration of the fifth year from entry. With the inducements offered by these liberal provisions, the productiveness of the soil and other favorable conditions enjoyed by the Province, there can be no question but that fruit growing is destined to become, in the near future, one of its chief and most profitable industries. The growing demand of Manitoba and the North-West Territories for dried, canned, preserved and green fruits, combined with the easy transportation facilities offered by the Canadian Pacific Railway, must eventually create and open up an immense trade in these commodities.

The Hot Mineral Springs, situate at the southern end of Harrison Lake, and within five miles of Aggasiz Station on the Canadian Pacific Railway, have, during the past summer, obtained, as a sanitarium and pleasure resort, more than mere local notoriety.

From Yale, Kamloops District, numerous informal applications have been received from squatters for lands in the vicinity of Secamsus, Notch Hills, Shuswap Lake, Grand Prairie and other localities, and a large amount of work in investigating and dealing with these claims will be added to the Agency so soon as the surveys already made are confirmed and the lands formally opened for entry.

This district being much more of a pastoral than an agricultural character, there is a feeling prevalent amongst the old settlers who have acquired titles from the Provincial Government to the arable river frontages, and who have uninterruptedly used the public domain for grazing purposes free from taxation or dues of any kind, that these lands, being now in the hands of the Dominion Government, their privileges will be greatly curtailed by the disposal of these lands to strangers, in areas suitable for ranching purposes: the sale of these hill-grazing lands would undoubtedly prove a serious matter to a large majority of them, as they must either carry less stock and turn their attention to other farming operations, or, in order to prevent its falling into other hands, purchase a sufficient area to enable them to continue their pastoral pursuits. Generally speaking, stock raisers in British Columbia have had little to complain of during the past season, stock having passed through the unusually severe winter in fair condition, the average loss not exceeding 20 per cent., and a local market, at very remunerative prices, being found for all beef cattle that could be sent to the coast.

The long standing dispute between the Government of Canada and the Government of British Columbia as to the ownership of minerals within the railway belt,

has greatly retarded mining operations during the past season. The silver bearing galena mines at Illicillewaet have, however, attracted much attention, and about one hundred claims have been recorded with the Provincial Commissioner.

Assays of ores from these mines are reported to have run from $70 to $2,000 per ton of ore, and it is confidently expected that as development takes place the ore will be found to increase in quality and richness.

The Selkirk Mining and Smelting Company, under the management of Mr. G. B. Wright, has erected a crushing mill, which has crushed during the short time whilst in operation, before the closing of the mining season, upwards of ten car loads of ore, which were shipped for smelting to Omaha and San Francisco, and the results are said to have been very satisfactory to the proprietors. Free milling gold bearing quartz of a very rich character is lately reported to have been discovered at Cayoosh Creek, and various other localities outside of the Railway Belt, and the old silver lodes at Yale and Hope, as well as those at Illicillewaet are now attracting the attention of English capitalists. From present indications it is highly probable that British Columbia will at an early date experience a very rapid development of its mining resources, unequalled since the Cariboo rush of 1861 and 1862.

A townsite was surveyed at Illicillewaet late in the season and a sale of lots was held on the 5th of October, at which a few were disposed of for cash at very good prices, and I have every reason to believe that next summer all the available lots will be bought up, and that it will become necessary to extend the survey across the Illicillewaet River where there is a beautiful level plateau, consisting of about 200 acres, in every way suitable for an addition to the present site.

The survey of the belt has been energetically carried on.

I have the honor to be, Sir,

Your obedient servant,

H. B. W. AIKMAN,

Agent.

H. H. Smith, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

No. 5.

EXTRACTS FROM REPORTS OF THE INSPECTOR OF COLONIZATION COMPANIES.

The Shell River Colony.

Asessippi, Man., 1st December, 1887.

Sir,—I have the honor to report to you, for the information of the Minister of the Interior, that on the 29th of last month I reached the Shell River Colony, and at once put myself in communication with the local agent, Henry Gill, Esq., also with James Richardson, Esq , a shareholder in the said company. Both these gentlemen kindly afforded me much information, and manifested an earnest desire to render me all the assistance in their power, to enable me to prosecute my duties in connection with the Shell River Colonization Company.

The names of the settlers enumerated for the colony will be found appended to this report.

The enumeration exhibits no marked difference from that attached to my former report. A majority of the settlers in this colony having made their entries in 1882 have already received, or are now entitled to receive, their patents, and, if I might be allowed to suggest, reasonable notice could be given that at some stated period a competent official would be at Russell, Asissippi or Shellmouth to take applications for patents, which would be a great accommodation to the settlers in that section of the country, save them much expense and doubt, and, I am sure, would be duly appreciated.

The grist mill at Asessippi, having a capacity of 50 barrels a day, is running day and night to its utmost capacity, and, so far as I have been able to learn, is giving good satisfaction to all who patronize it.

A new saw mill, fitted to cut 10,000 feet board measure per day, is about completed, and is fitted up with lath, shingle and other machinery requisite in a well appointed establishment, to meet the wants of the people in that section of the country; but I am informed that there is likely to be difficulty in procuring logs to operate the mill in the future, which, if such be the case, will be a serious thing for the settlers resident within a large section of country of which Asessippi is the recognized centre. The size of the saw mill is 38 by 55 feet; power, water turbine wheel; 52-inch saw.

About 100,000 feet of excellent lumber, suitable to the requirements of the settlement, have already been turned out here, by the old mill, up to the present time. The prices per M have been $20.00 for first class, and a much lower rate for inferior grades. Shingles are sold at $2.50 and $3.00 per M.

It, therefore, is my opinion it would be a hardship to this section of Manitoba if this local industry were, under any circumstances, to be unnecessarily hampered in any way. To the progress of this district it is, without doubt, a most important factor.

The grist mill had ground from 6,000 to 7,000 bushels of grain this year, up to the date of my arrival here.

The quantity of grain of all varieties estimated to have been produced in the Shell River Colony in 1887 is 12,000 bushels. About half of this is wheat of splendid quality, and would class A1.

By reference to the appendix attached hereto it will be seen that not a few settlers in this colony, notably in Townships 23–29, have really become non-residents. 1

attribute this to the privileges accorded in the "Hamlet Clause" of the Dominion Lands Act. Taking advantage of this clause, under various pretexts, not a few homesteaders have neglected their homesteads and to-day are not nearly so well off in cash or improved property as they would have been had they continued to reside upon and cultivate the lands which, at the outset, were intended for homesteads for the homesteaders and homes for their families.

The Quill Plains Colony.

No new settlers have arrived in the colony since I last visited it; nor have any fresh entries for lands there been made. The number of *bonâ fide* homesteaders remains the same as then, viz., 3.

Mr. James McInnes resides and makes his home on Round Plains, in the township originally allotted to Messrs. Beattie, Armytage & Co. Those settlers whom I enumerated upon my first visit to Quill Plains have not since put in an appearance there, although Mr. Milligan informs me that the majority of them have expressed a determination to do so as soon as a railway is constructed through that section of the country. My present enumeration therefore stands thus:—

1. Joshua Milligan, sen., whose homestead was patented to him in 1885, has a log house, 16 by 36, log stable, 12 by 12, 25 acres broken, all of which was in crop in 1887. Married, wife and five children. Has taken up a second homestead, west ½ Section 24, Township 33, Range 13, by military bounty warrant, 10 acres now broken thereon.

2. Henry Milligan. No buildings on his homestead as last reported, the buildings having been removed in 1886, after he received his patent, to his present homestead, the second homestead being part of Section 10, Township 33, Range 13, west of 2nd principal meridian. On the original homestead he had 40 acres broken, but no crop in 1887; 10 acres broken on his second homestead. Single.

3. Joshua Milligan, junr. Homestead north-west ¼ Section 2, Township 33, Range 13, west of 2nd principal meridian; pre emption, north-east ¼ Section 2, Township 33, Range 13, west of 2nd principal meridian. Log house, 12 by 14. No other buildings. 40 acres broken, 25 in crop in 1887. Lived on his homestead from 1st July, 1887, for three months next prior to making his application for patent. Previously from 1st October, 1884, until 1st July, 1887, he resided with his father within the two mile radius. Has one yoke oxen, two cows, two calves, and one pony. Single.

4 (?). James McInnis. Log house, 16 by 20; logs out for a stable, 18 by 37; about 15 acres broken, but no crop in 1887. Resides on Round Plains, but is back and forth to and from his homestead. Single.

As I remarked previously several others have either made entries themselves or had entries made for them by others, but none of them (seven in number) have perfected these entries by taking up their residence on their homesteads and entering into the cultivation thereof. I submit herewith details so far as I can concerning them:—

1. Robert H. Hamill. South ½ Section 6, Township 33, Range 13, entered 12th February, 1884. Had 15 acres broken. Is now about Port Arthur, anxiously awaiting news of a railway and good crops, to return to his homestead.

2. Edward Hamill. South ½ Section 4, Township 33, Range 13, entered 12th February, 1884, is near Port Arthur, awaiting same as Robert Hamill.

3. John Robinson. North ½ Section 6, Township 33, Range 13, entered 17th April, 1884, went to Rocky Mountains, intending to return so soon as he thought he could make a living on his homestead.

4. Kenneth Morrison. South ½ Section 28, Township 33, Range 13, entered 23rd July, 1884, cancelled in August last.

5. Donald Morrison. East ½ Section 22, Township 33, Range 13, entered 23rd July, 1884, waited in Manitoba to hear of railway and good times before coming to live on it.

6. James E. Playford. West ½ Section 22, Township 33, Range 13, entered 23rd July, 1884, same position as Donald Morrison.

7. William Campbell. West ½ Section 16, Township 33, Range 13, entered 13th March, 1885. Has abandoned his entry.

THE TEMPERANCE COLONY.

On Thursday Mr. Copeland and myself started on our visit to the several settlers on the Company's lands. Not a few of these settlers were found to be absent from their lands for various causes, some engaged in freighting to and from the colony, others working at their trades in Prince Albert, Battleford, and other places; several having put in their full time as homesteaders had left their homesteads and were at work in the Rocky Mountains.

Taken altogether the settlers visited expressed themselves as being in much better heart than I found them on the occasion of my inspection in 1886. Those who had land prepared and had put in crops invariably were satisfied with the yield; in some instances they were more than delighted with their present and future prospects, and about the only complaint made was as to the distance to market and the absence of threshers to enable them speedily to convert their grain into cash. The samples of wheat and oats exhibited to me were very superior; of potatoes the yield was fully up to the average and the quality was excellent; root crops generally, in most places, turned out well. The cattle were all in good condition and a marked improvement was manifest both in the breed and number of head in the colony. So far as the homesteaders are concerned, I found the greater number of those who had not performed what they deemed their full settlement duties to entitle them to their patents, still upon their homesteads, unless, as I have already mentioned, temporarily absent.

It will be observed that amongst the settlers in this colony there are twenty-four who have taken advantage of the provisions of Sec. 37 of the Revised Statutes of Canada, Chap. 54, An Act respecting Public Lands (as amended by 50–51 Vic., Chap. 31; assented to 23rd June, A.D. 1887) and popularly known as the Hamlet Clause of the Dominion Lands Act.

One noticeable feature of this settlement in 1887 is the fact that not a few of those parties who located there in 1882, and who became a great deal dispirited at the result of the frosts which prevailed in 1883 and 1884, and the rebellion of 1885, and left the locality, have since returned with their families, and, besides, have brought with them relatives and friends, some from England and Scotland and some also from the United States, notably from the Territory of Dakota.

There is a Common School in Saskatoon, which is being efficiently conducted by a teacher from Ontario, who holds a first-class certificate; and religious services are held regularly twice every Sunday. All the denominations unite in the conducting of a Sunday School and Bible Class.

The ferry across the South Saskatchewan, at Saskatoon, has been kept in thorough working order, the Temperance Colonization Company having furnished it with a new steel cable and other appliances since my former visit; it is a great benefit to the settlers, who pass free, and being in the direct route from Regina to Battleford, is much patronized by the general public.

The new trail from Regina to Saskatoon is being more and more used, and is a good road, through, for the most part, a good country well supplied with water, which is found, during the driest times, at the following distances—counting from Regina, by the numbered stakes, which are a quarter of a mile apart—namely:—at 6, 15, 20, 31, 35, 40, 44, 72½, 74, 84, 106, 114, 118, 145½, 134 miles, and at several settlers' wells as you approach Saskatoon, the whole measured distance being 154 miles. With a comparatively small further expenditure, this trail can be made one of the best in this western country.

The settlers as a class I may further add, judging from their energy, the permanent character of the houses they have erected and their general surroundings,

indicate a good future for the colony; and the railway being likely to reach this part of the country in the course of a few months, will make the settlement advance still more rapidly than hitherto.

The enterprise of the settlers was well shown by the second annual exhibition of the Agricultural Society, held on the 21st of September last, being, as it was, a decided success both in number of entries (430), and variety and high quality of the exhibits. This society numbers 93 members.

More direct and frequent mail service is being asked for, and the settlers confidently expect it will soon be granted. At present there is a fortnightly mail from Batoche to Saskatoon and return, connecting with the mail service from Prince Albert to Qu'Appelle, on the line of the Canadian Pacific Railway. At present a large proportion of the mail matter, to and from the Temperance Colony, is carried by private parties going either to Regina or Moose Jaw, and returning from those places.

I am informed that the company have now under consideration the advisability of establishing a stage line, running twice or thrice a month, on the route between Regina and Saskatoon, with convenient stopping places at stated distances, for the comfort of incoming settlers. This, if carried out, would be a great boon to the Temperance Colony, and of unquestionable benefit to the trade of Regina.

The total number of settlers on the lands allotted to the Temperance Colonization Company, is ninety, for 1887.

Before concluding this report, I should be remiss were I to omit making mention of the general desire on the part of the settlers to supply me with all the information relating directly to my visit, of which they were in possession. Mr. Thomas Copeland, the Local Agent at Saskatoon, accompanied me throughout my tour of inspection over the company's lands, and frankly afforded me very much valuable assistance.

HE QU'APPELLE LAND COMPANY.

Taking the colony as a whole I was more agreeably surprised than otherwise, for from accounts that had reached me, I had been led to expect that a great exodus of settlers would have been manifest on my visit. This I did not realize, for I found that those settlers who had put in their cultivation were still on their homesteads and doing very much better than they had done during any former year since they had perfected their homestead entries. Some of them had done very well, others from one cause or another did not make as good a showing, but nearly all had improved on the showing of 1885, both as regards the acreage broken and under crop and the number of head of live stock possessed by them. All I saw were hopeful that the near future would bring them profitable returns and as a consequence were disposed to increase the number of acres broken and make another effort to test the capability of the country and soil as grain producing. The stock in every instance looked remarkably well, and on all hands it was admitted that mixed farming was what would bring the surest return to the agriculturist in this portion of Canada, though wheat and other grains yielded a fair return, but could not be depended upon as a certainty during exceptional seasons. More thorough ploughing and summer fallowing were sure to bring good returns for the labor expended.

As I have already said, not a few of the settlers in this colony whose three years of residence and cultivation on their homesteads have expired are at present working at their trades and in various ways off their lands, but none of these, so far as I have been informed, have expressed themselves as disposed to abandon their lands, nor have any of them determined to permanently leave this section of the country, believing as they do, that with a comparatively fair season they will be fully remunerated for the labor they may expend in tilling the soil. Almost everywhere extensive breaking was going on, which to my mind was the strongest possible evidence that the settler had pluck and perseverance left, and that with his past

experience he had great hopes of profitable returns for his expenditure of time, labor and money.

At the present time the Long Lake Railway constructed from Regina, the capital of the North-West Territories, extends to within a very few miles of the Qu'Appelle Colony, and it is confidently predicted that next season a further extension of this line will be made to the north and west. Two other lines of railway are reported to be well under way, the one, the North-West Central, starting from near Brandon, having some thirty-five miles already graded, and the other, the Wood Mountain and Qu'Appelle, it is stated, will be begun early in the spring of 1888, and its construction proceeded with to the distance of 200 to 250 miles that year. All these enterprises will greatly tend to improve and develop the lands in this colony and largely promote the welfare of the settlers in that district.

The books of the Company, I was informed, were in Ontario, and as a consequence I was not able to look over them. However, I believe that since my former inspection a number of new entries have been made and several others are awaiting the arrival of the local agent at Regina so that they can make their formal entries.

The land throughout this colony is exceptionally good and in many sections of it there is to be found plenty of wood for fuel and building purposes, while water of an excellent quality is obtainable at comparatively little expense and trouble. The trails are good and game of various kinds is plentiful. Post offices are located at convenient distances, and in many respects the hardships endured by pioneer settlers in other portions of Canada and other new countries are almost wholly overcome.

The York Farmers' Colony.

I have the honor to report to you for the information of the Minister of the Interior that I arrived at Yorkton on the night of the 21st of November. Mr. Beamor was compelled to go to Devil's Lake, and for a couple of days I was without his assistance. In the interim, however, I was able to meet a good many of the settlers, at their homesteads and elsewhere.

I am happy to be able to report that the settlers are in much better heart than they have been heretofore. Those who prepared their ground and put in seed are well pleased with the result of their labors, if I except a few, who informed me they lost their crops by gophers. This loss, I am informed, is covered throughout the colony, by 300 acres. Those who have thus sustained losses, cannot but have suffered serious deprivations. A remedy ought to, if possible, be devised to cure this evil in the North-West country. However, I am assured that the total product of wheat throughout the colony will amount to about 25,000 bushels, besides oats, barley, potatoes, &c.

The flouring mill, of which I wrote in former reports, though temporarily disabled, has been doing a splendid business and is a most valuable acquisition to this section of the country. In 1886 it ground about 10,000 bushels of wheat, &c, into flour, chop stuff, &c.; of wheat it gristed 3,664 bushels for settlers alone. Mr. Beamor who is running the mill, bought 1,600 bushels of wheat from the settlers in the same year. Already this year to date, he has bought over 3,000 bushels of wheat, paying for the same at the rate of 45 to 50 cts. per bushel, and has ground about 1,800 bushels of wheat for residents, besides what the mill has done in manufacturing chop stuff, &c.

The rate for grinding is ten cents per bushel—it is a steam mill—which rate for its cheapness is favorably spoken of by the settlers with whom I have conversed.

A school district is formed in the western portion of Township 26, Range 4. Another school district is being organized in Township 23, Range 2. These educational facilities will prove a great boon to the colony.

Presbyterians, Episcopalians and Methodists, hold stated religious services throughout the colony.

An Agricultural Society is in active operation, and $314 were awarded in prizes at the Fall Show at Yorkton, on the 4th of October last. Number of sub-

scribers to the society is 120; number of entries 257. This fair is to be held for the future on the first Thursday in October of each year. I am informed that so soon as the requisite ordinance is passed by the Territorial Government, the York Farmers' Colonization Company will give to the Agricultural Society a plot of ground for exhibition purposes, also an annual grant of $50 to aid the society.

Fortunately there were no prairie fires of especial moment in the district this year, the settlers from past experience guarding themselves against it. There is a weekly mail service from Whitewood (on the Canadian Pacific Railway); but with the near prospect of the construction of the Manitoba and North-Western Railroad through this section of the country—it now being but 45 miles from Yorkton—it is reasonably predicted that increased mail facilities will be afforded this whole district. At present there are three post offices within this colony, all of which are served once a week both ways, by a good comfortable double-spring stage in summer and sleigh in winter months. Altogether the colony has progressed, notwithstanding the rebellion in 1885. Most of the homesteaders, who did comparatively nothing that year are now on their homesteads, and having had good crops this year, are most valuable agents for the colony for the coming year, when a large influx of settlers is confidently expected.

As my earlier reports describe the soil of the townships allotted to the York Farmers' Company, I do not make further reference on that point here.

No. 6.

TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 30th December, 1887.

SIR,—I have the honor to submit the eighth annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior.

Statements showing the revenue, amounting to $121,415.52, derived from Crown timber, mineral and grazing lands, but exclusive of sales, for the departmental year which ended on the 31st October last, are appended hereto, together with the reports of the Crown Timber Agents at Winnipeg, Edmonton, Calgary, Prince Albert, and New Westminster, B.C. The above amount includes $1,948.80 dues on timber cut on school lands.

The revenue exceeds that of last year by $337.67. There is an increase for timber dues of $7,628.10, for mining fees, $40, but a decrease for rent of grazing lands of $7,759.91.

For the sake of reference and comparison statements showing, both by fiscal and departmental years, the revenue received for timber, mineral and grazing lands from 1872 up to the 31st of October last, have been prepared, and may be found at the end of this report.

The total revenue from the Winnipeg Agency amounted to $45,611, being an increase of $3,941.58 as compared with the previous year.

The agent points out that this increase is due to the abundant crops of last season; that the settlers who have in many cases hitherto been without the means to improve their farms by building and fencing are now in a position to do so, and consequently the lumbering interests of the country are beginning to feel the effects of the improved condition of the farmers, in the increased demand for lumber.

The agent in his report sets forth in detail his reasons for urging upon the Department the necessity of preserving the timber in his district for the future needs of settlers and preventing as far as possible its destruction for speculative purposes, and suggests in view of the fact that so many young healthy trees are destroyed annually in making railway ties, that an effort should be made to divert the timber operations of the railway companies to the Lake Superior district, or to some other place where the interests of settlement would not be so greatly affected.

In connection with the subject of the preservation of timber there is one essential point which should not be passed without remark, and that is the necessity of providing some better means than at present exist to prevent the destruction, annually, by fire, of millions of feet of timber throughout Manitoba and the North-West Territories. A person who has lately returned from exploring the North Saskatchewan and its vicinity, between Calgary and Edmonton, reported that during last summer miles of valuable timber had been destroyed through the carelessness of Indians and others in not extinguishing their camp fires when moving from place to place; and an explorer, who, within the last few months, has been examining the timber resources of the Porcupine Hills west of lake Winnipegoosis, in the Province of Manitoba, makes the same complaint.

The Department, acting upon a suggestion made by the Crown Timber Agent at Winnipeg, is about to issue permits to parties to cut the burnt timber within the Winnipeg Agency at reduced rates of dues. The object is to save the burnt timber

as much as possible, and to prevent, in the future, the spreading of fires to the green timber.

The agent furnishes a statement showing the quantity of lumber sold in Manitoba, of which he says about sixty per cent. was imported, and he gives it as his opinion that the fact of lumber being shipped into Manitoba and sold at low prices is an advantage, as it reserves our own forests for future use, our heaviest and best timber being as yet inaccessible.

The agent reports that wood is selling at the same price as in the fall of 1886, and he gives a schedule of prices of the several kinds of coal.

The price of lumber manufactured within the Winnipeg Agency varies from $10 to $40 per thousand feet, according to kind and quality of lumber. British Columbia lumber sold in Winnipeg at from $18 to $50 per thousand.

The total amount of dues collected for timber within the Edmonton Agency is $5,983.96, being $2,075.79 of an increase over last year. This satisfactory state of affairs is accounted for in the same manner as the increase of the revenue within the Winnipeg Agency. The price of lumber at Edmonton during the year was from $15 to $23 per thousand feet, board measure, and at St. Albert $25. There are at present five sawmills within this agency, one having been erected within the past year at Athabasca Landing by the Hudson's Bay Company. Another mill is at present being built at the Red Deer River by the Alberta Lumber Company.

The total amount of dues collected for timber within the Calgary Agency during the year amounted to $10,321.55, being a decrease of $1,705.93. There is, however, $2,845.71 owing the Department for dues on lumber sold prior to the 31st of October, 1887, which there will be no difficulty in collecting, and if this amount had been received before that date it would have increased the revenue to $13,167.26. There are at present seven mills in operation under Government license within this agency, one in the neighborhood of Fort McLeod, one at Lethbridge, one at Cypress Hills, one at Calgary, one at Kananaskis, one at Cochrane, and one on the north fork of Sheep Creek. There are also several portable mills, the owners of which have been cutting timber from time to time under permit. During the past season the Eau Claire and Bow River Lumber Company erected a sawmill at Calgary, having a cutting capacity of 25,000 feet, board measure, in twelve hours, and Major Walker erected a sawmill at Kananaskis with a capacity of 15,000 feet, board measure, in twelve hours.

The returns from mill owners show that lumber sold at Calgary for $17 per thousand feet, at Cochrane $16, at Fort McLeod $20 to $40, at Lethbridge $30, and at Cypress Hills $10 to $12.

The total amount of dues collected within the Prince Albert Agency was $2,762.63, being a decrease of $2,672.53. It may be said in explanation of this decrease that about $2,400 which should have been paid during the last departmental year is only now being collected, the Department having thought it undesirable to press for payment until the crop of 1887 could be realized upon. There is only one sawmill within this agency cutting under Government license, namely, that at Prince Albert, erected in 1876 by Messrs. Moore and Macdowall. There are two other sawmills at Prince Albert, one owned by Mr. James Saunderson and the other by Mr. Chester Thompson, and one at Battleford, owned by Messrs. Prince Brothers, all manufacturing lumber for settlers who received permits to cut timber for their own use. Lumber sold at Prince Albert from $21 to $42 per thousand.

The total amount of dues collected for timber cut on Dominion lands in the Province of British Columbia, amounted to $15,141.47, being an increase of $5,984.81 over last year. The indications are that the revenue from this agency will be increased during the present year. The returns received show 10,930,478 feet, board measure, of lumber as having been manufactured during the year.

Saw-mill returns, received at the head office, give the following quantities of building material as having been manufactured and sold during the year within the five agencies :—

	Manufactured.	Sold.
Sawn lumber	36,413,687 feet.	33,372,951 feet.
Shingles	5,453,023	5,262,773
Lath	2,605,850	2,389,050

Forty-eight licenses to cut timber, over a total area of 2,025.03 square miles, have been issued during the year. The areas leased in the Province of Manitoba, the three Provisional Territorial Districts, and on Dominion lands in British Columbia, are as follows:—

	Miles.
Manitoba	509·31
Alberta	1,120·49
Assiniboia	30·00
Saskatchewan	346 67
British Columbia,	18·56

In addition to the 2,025·03 square miles in Manitoba and the North-West Territories under yearly license, an area of 791 square miles is covered by twenty-one years leases which were issued prior to December, 1883.

The number of applications received during the year to cut timber was 121, of which 66 were for licenses to cut timber in Manitoba and the North-West Territories, and the remainder for licenses to cut timber upon Dominion lands in British Columbia. The number of applications during the previous year was 164.

The regulations governing the granting of yearly licenses to cut timber in Manitoba and the North-West Territories, approved by His Excellency the Governor General in Council on the 8th of March, 1883, as amended by Orders in Council passed since that date, are attached to this report. These regulations also govern the disposal of timber on Dominion lands in the Province of British Columbia as far west as the height of land near Eagle Pass, which is situated about eight miles west of Revelstoke, on the line of the Canadian Pacific Railway.

The provisions of the regulations governing the disposal of timber on Dominion lands in the Province of British Columbia lying west of the 120th degree of longitude and north of 49° 34′ north latitude (Yale) in force last year, have been amended and these regulations now govern the disposal of timber on Dominion lands as far east as the height of land at Eagle Pass. A copy of the regulations accompanies this report.

No amendments to the regulations governing the disposal of licenses to cut timber on Dominion lands lying south of 49° 34′ north latitude and west of the 121st degree of longitude have been made during the last year. A copy of the regulations will be found at the end of this report.

MINING LANDS OTHER THAN COAL.

Returns from the Dominion lands agents show that during the year fifty-seven entries were made for mining locations other than coal. The revenue from mining lands for the year was $637,50, made up as follows:—

Fees for entry and registration of assignments $230, and $407.50 in payment of a mining location in Townships 50 and 51, Range 4, west of the 5th meridian, and a stone quarry at the narrows of Lake Manitoba.

Regulations for the disposal of Dominion lands containing minerals other than coal were approved by an Order in Council, dated the 5th October, 1887, and were substituted for the regulations of the 7th of March, 1884.

The principal changes may be briefly stated as follows:—

The area of a mining location is changed from forty to a little over twenty acres.

Under the former regulations a mining claim had to be rectangular in form and the boundaries due north and south and east and west lines, and not more than four

in number. Under the present regulations the form of a claim must be a parallelogram, with a length not exceeding 1,500 feet and a breadth not exceeding 600 feet, but there is no requirement for the boundaries to be due north and south and east and west lines.

The former regulations required $500 to be expended on a claim within one year of the date of entry, and before patent could issue, with the privilege of another year in certain cases within which to make such expenditure. The present regulations call for $100 expenditure in each of five years, thus giving the locatee five years within which to make the $500 worth of improvements, but if he wishes to obtain a patent sooner, he can do so by making the necessary expenditure at any time before applying for patent.

A new feature of the present regulations is that provision is made to a limited extent for the formation of mining partnerships of not exceeding four persons, whose claims must be adjacent to each other, and the entries for which must have been made within three months of each other. In such cases the four partners will be permitted for the first two years to concentrate their annual expenditure on any one of the four claims. Such expenditure, however, does not count as expenditure on any but the claim on which it is made. The present regulations provide that within surveyed territory the mining locations shall be adapted to the system of surveys. The old regulations did not provide for this. The present regulations enable the Minister of the Interior, if he deems it expedient, to grant petroleum claims of an area of 160 acres each, under the same conditions as the former regulations provided for claims for iron mining locations.

Clause 18 of the former regulations is so amended in the present regulations that creek or river placer claims shall not exceed ten acres in area when the distance from base to base of the hill or bench exceeds ten chains.

Under the head of ditches, the former regulations provided for the granting of water required for works in connection with mining. Subject to the same conditions, the present regulations permit of the acquisition of the same right in connection with stamping mills, reduction works, &c.

Clause 81 of the former regulations, which provided for the collection of a royalty on the sales of the products of all mines, has been repealed. By the present regulations lots containing stone quarries can be taken up, but the products are either subject to royalty or the lots may be sold absolutely at such price as the Minister of the Interior may determine.

A new provision of the present regulations is that which permits the owner of a mine, who finds in the course of development that his lode or vein will pass beyond the vertical lines of his claim before he has reached the depth beyond which working would cease to be remunerative, and the adjacent land is vacant, to obtain an additional area of 20 acres on the side to which the lode or vein deflects. This privilege only attaches, however, to a claim which is in process of being worked practically and *bonâ fide*.

COAL MINING LANDS.

The number of applications received during the year was sixty-nine, and sixty of the applicants have been given the privilege to purchase within a specified time the location for which they applied.

The revenue for the year derived from the sale of coal lands was $7,650, being a decrease of $30,758.16 as compared with the previous year. The prospects are that the revenue from this source will be considerably increased during the present year.

The coal mining regulations are to be found at the end of this report. No changes have been made since last year, but by an Order in Council dated the 31st of October, 1887, authority was given for the insertion of a clause in all patents from the Crown for lands situated west of the 3rd Meridian in the North-West Territories, reserving to Her Majesty, her successors and assigns forever, all mines and minerals

which may be found to exist within, upon, or under such lands, together with full power to work the same, and for this purpose to enter upon and use and occupy the said lands, or so much thereof and to such an extent as may be necessary for the effectual working of the said minerals, or the mines, pits, seams and veins containing the same.

GRAZING LANDS.

The total number of leases of grazing lands in Manitoba and the North-West Territories issued by the Department was 167. Some of these leases have been cancelled and others returned to the Department by the lessees. The number of leases now in force is 132, covering an area of 4,466,844 acres. The lands leased are situated principally in the District of Alberta and the southern portion of the District of Assiniboia, with a few tracts in the District of Saskatchewan and the Province of Manitoba. The number of new applications received for leases of grazing lands during the year was 149, being 112 less than the previous year.

The amount received for rent of grazing lands was $39,577.10 as compared with $47,337.01 for the year which ended on the 31st of October, 1886.

The following schedule shows the names of the lessees of grazing lands, the numbers of their ranches, and the areas covered by their leases:—

No. of Ranche.	Name of Lessee.	Area in Acres.
1	Mount Head Ranche Company	44,000
2	North-West Cattle Company	59,000
3	Ryan & Whitney	3,000
6	Durham Ranche Company	33,000
11	Alexander Begg	1,440
15	Sir F. W. de Winton and A. J. Williams	15,000
16	D. McEachran	29,000
16a	D. McEachran	30,000
22	Stewart Ranche Company	23,000
25	Cochrane Ranche Company	73,000
26	do do	60,000
28	Jones, Inderwick and McCaul	100,000
30	Orrin F. Main	32,000
31	Military Colonization Company	70,000
33	G. F. Wachter	7,000
34	Cochrane Ranche Company	33,000
35	North-West Cattle Company	55,000
35a	Moore & Martin	33,000
36	C. W. Martin	59,270
38	Allfrey & Brooke	10,000
40	Jacob Erratt	5,000
42	British American Ranche Co	100,000
43	do do	34,000
44	do do	55,000
45	Wells & Brown	12,000
48	New Oxley (Canada) Ranche Co	80,000
55	Winder Ranche Co	50,000
56	Bell Brothers	5,000
57	Ives & Sharp	5,000
59	New Oxley (Canada) Ranche Co	100,000
60	John Hollies	29,000
62	Brunskill & Geddes	13,000
64	Moore & Macdowall	22,000
65	Bell & Patterson	6,000
66	Michael Gallagher	2,600
66a	William Julius Hyde	3,900
67	E. H. Maunsell	4,480
74	Sir John Walrond	100,000
77	New Oxley (Canada) Ranche Co	100,000
80	Viscount Boyle	5,000
82	Walrond Ranche Co	100,000
87	W. S. Lee	25,000
92	W. G. Conrad	100,000
93	Garnett Brothers	20,000
94	F. W. Godsall	20,000
96	W. F. N. Scobie	12,000
99	Joseph McFarland	13,000
100	Alfred Lynch Staunton	8,000
101	Alberta Ranche Co	27,750
04	W. Bell Irving	5,280
107	Thos. B. H. Cochrane	51,000
108	D. McDougall	6,000
109	S. E. St. Onge Chapleau	100,000
111	J. Walter Ings	1,920
114	Thorpe & Bedelle	24,000
119	North-West Land and Grazing Co.	24,500
120	M. Oxarart	11,000
122	George Alexander	44,000
123	Walter C. Skrine	8,200
124	B. M. Godsall	3,600
129	Rev. John McDougall	7,680
130	Union Ranching Co	100,000
131	Hand-in-Hand Ranching Co	100,000
132	J. Ick Evans	66,000
136	A. J. McKay	88,000
137	Brown Ranche Company	33,500
140	E. Meek	88,000
141	P. McLaren	7,500
142	Thomas McKay	50,000
143	T. P. McHugh & Co	9,700
144	T. H. Logan	100,000
145	George Scheetz	100,000
147	E. Hausman	100,000
148	H. M. Taylor	100,000
149	P. Doyle	60,000
150	Potter & Petapiece	5,100
151	F. W. Craig	11,000
152	John J. Sullivan	23,000
154	D. McEachran	16,640
157	Allen R. Macdonell	20,800
160	J. K. Kerr	42,700
161	Lafferty & Martin	7,000
163	Ingram & Chambers	1,280
165	A. C. McKay	76,000
167	Glengarry Ranche Co	52,320
176	McDermid & Ross	60,620
180	John H. Conrad	89,300
183	Samuel Spencer	22,000
185	Herbert Samson	40,000
186	T. C. Power & Bro	24,500
187	C. A. Bigger	11,000
189	Greely & Wood	8,960
193	Cypress Cattle Co	38,750
195	W. Riddell	13,400
197	Walter C. Skrine	8,700
198	D. C. Plumb	66,000
201	A. Adsit	1,920
206	H. D. & F. E. Beveridge	4,160
209	Lt.-Col. Irwin	33,000
217	W. Carter	100,000
219	C. W Saunders	3,040
225	Medicine Hat Ranche Co	17,000
227	W. L. Nicol	4,000
233	G. W. Quick	5,972
236	E. W. Murphy	66,000
240	W. G. Conrad	32,580
243	Dorr Clarke	22,000
245	Curry Brothers	11,000
246	F. Barnard	44,000
247	G. Alexander	2,232
248	A. E. Cross	11,000
251	G. L. Broderick	4,000
252	Thynne & Hole	5,120
257	A. Niedringhaus	33,000
259	T. B. H. Cochrane	39,300
260	John Lawrence	640
261	G. M. Annabel	5,700
262	D. C. Plumb	33,000
264	G. Alexander	2,250
265	Jonathan Henderson	1,250
266	Dixon, Gow & Co	6,560
267	P. Robertson	3,200
268	F. W. & J. W. Ings	7,040
272	W. R. Abbott	1,280
273	F. G. Niedringhaus	100,000
277	A. P. Patrick	2,560
278	R. Deacon	2,880
280	H. D. Beveridge	16,650
282	Dorr Clarke	18,000
284	B. Vanvolkenburgh	30,000
287	S. L. Bedson	880
290	A. Caswell	1,920
297	Dorr Clarke	26,000
305	John C. Slater	320
307	John Quirk	11,000
	Total area in acres	4,466,844

By an Order in Council dated the 7th of April, 1887, leases of grazing lands in Manitoba and the North-West Territories can be granted only after public competition, excepting in cases of actual settlers, to each of whom may be leased, without public competition, a tract of land not exceeding four sections in area, which tract must, however, be contiguous to the settler's homestead.

The number of horses in Manitoba is reported by the Commissioner of Dominion Lands to be 29,915, cattle 101,681, sheep 12,540, hogs 35,713. Cattle have increased largely in Manitoba and in the settlements upon the North Saskatchewan River.

The following statement shows the total number of cattle, horses and sheep in the Districts of Alberta and Assiniboia, as reported by lessees of ranches, and from information furnished by the Inspector of Ranches, and from other sources:—

Cattle	101,382
Horses	6,924
Sheep	15,266

Some of the lessees who have cattle upon their ranches have not yet sent in returns, and there are a number of ranchers who have herds of cattle and who do not hold leases from the Government, so that the numbers above given cannot be said to be the full amount of stock in the said districts.

The following is a statement of the correspondence, applications received, and returns examined:—

Number of letters sent	4,400
Number of pages of memoranda and schedules	1,349
Timber—	
Number of berths applied for	121
Number of Orders in Council authorizing issue of licenses to cut timber	34
Number of licenses for timber berths drawn up	59
Number of returns from saw-mills received and verified	146
Number of returns of surveys of timber berths received and examined	16
Number of permits issued to cut timber	1,629
Grazing—	
Number of applications for grazing lands received	149
Number of leases of grazing lands authorized to be issued	57
Number of leases of grazing lands issued	45
Number of permits to cut hay issued by Dominion Lands Agents	762
Mining—	
Number of applications for coal locations received	69
Number of coal locations of 320 acres and less sold	4
Number of applications for mining locations other than coal	62
Number of entries for mining locations by Dominion Lands Agents	57
Number of mining locations other than coal sold	2
Number of stone quarries applied for	8
Number of mill sites applied for	14
Number of applications for water power	3

I have the honor to be, Sir,

Your obedient servant,

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

A. M. Burgess, Esq.,
Deputy of the Minister of the Interior.
Ottawa.

STATEMENT of Receipts on account of Crown Timber, for the twelve months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Returns of Sales.	Permit Fees and Dues.	Seizures, Dues and Fines for Trespass.	Miscellaneous.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November	1,737 50	351 62	510 74	863 08	190 25	0 14	3,653 33
December.	2,305 00	1,635 66	2,445 00	1,041 46	477 08	10 08	7,914 28
1887.							
January	.....	1,885 00	453 43	653 45	17 64	73 55	3,083 07
February	.....	2,612 10	269 53	2,622 48	228 60	12 95	5,745 66
March	2,602 95	3,813 16	259 93	797 71	233 04	.....	7,706 79
April	1,620 00	400 00	1,197 97	*996 82	345 80	21 00	4,581 59
May	710 00	336 20	598 16	1,094 18	233 52	.....	2,972 06
June	.....	332 05	528 77	689 61	316 95	.....	1,867 38
July	.....	889 21	4,018 21	1,283 08	503 92	398 68	7,093 10
August	1 00	1,159 21	1,832 19	750 84	2,242 51	.....	5,985 75
September	75 00	1,551 10	3,879 18	644 21	556 76	0 03	6,706 28
October.	750 00	1,493 34	7,029 73	9,126 53	2,126 27	49 75	20,575 62
Totals	9,801 45	16,458 65	23,022 84	20,563 45	7,472 34	566 18	77,884 91
Deduct $13, amount collected on account of School Lands in June, 1886							13 00
							77,871 91
School Lands							1,935 80
Total							79,807 71

* $5.50 included for dues on timber cut from School Lands, which amount will be deducted from the revenue from the year ending the 31st October, 1888, and credited to "School Land Account."

G. U. RYLEY,
Clerk of Timber, Mines and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1887.

STATEMENT of Receipts on Account of Grazing, Hay and Mineral Lands, for the twelve months ending the 31st October, 1887.

Month.	Rents from Grazing Lands.		Hay Dues.	Mining Fees.	Royalty from Stone Quarried.	Totals.
	Cash.	Scrip.				
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November	5,381 41	4,140 00	105 20	5 00	.....	9,631 61
December	1,089 55 25 60	2,907 00	20 40	5 00	.....	4,047 55
1887.						
January	734 87	2,455 22	294 35	30 00	.....	3,514 44
February	1,472 81	3,297 69	108 40	5 00	.....	4,883 90
March	1,040 60	624 00	81 60	.....	.....	1,746 20
April	187 61	2,440 00	58 50	60 00	.....	2,746 11
May	582 23	4,400 00	29 20	10 00	.....	5,021 43
June	228 99	1,741 55	87 80	.....	.....	2,058 34
July	273 85	1,968 90	325 80	95 00	4 21	2,667 76
August	153 85	853 97	542 30	.....	.....	1,550 12
September	82 40	1,180 00	117 25	5 00	.....	1,384 65
October	275 00	560 00 1,480 00	25 70	15 00	.....	2,355 70
Totals	11,528 77	28,048 33	1,796 50	230 00	4 21	41,607 81

G. U. RYLEY,
Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1887.

A.—Statement showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental Year 1872-73 and ending the 31st October, 1887.

From 1st November to 31st October each Year.	Timber Dues.	Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.
		Cash.	Scrip.						
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872–73	662 05							662 05	
1873–74	1,347 00							1,347 00	2,009 05
1874–75	3,146 00							3,146 00	5 155 05
1875–76	387 00							387 00	5,542 05
1876–77	320 00							320 00	5,862 05
1877–78	1,820 00							1,820 00	7,682 05
1878–79	3,388 15							3,388 15	11,070 20
1879–80	31,339 95							31,339 95	42,410 15
1880–81	44,524 17							44,524 17	86,934 32
1881–82	75,781 26	10,123 60			80 00			85,984 86	172,919 18
1882–83	150,712 27	18,778 83			880 00		95 72	170,466 82	343,386 00
1883–84	93,765 86	10,642 50		135 20	541 30	29 00	43 19	105,157 05	448,543 05
1884–85	63,533 84	20,342 74		481 60	150 00	401 00	46 98	84,956 16	533,499 21
1885–86	70,927 70	26,723 72	20,613 29	1,303 45	40 00	190 00	27 78	119,825 94	653,325 15
1886–87	77,871 91	11,528 77	28,048 33	1,796 50		230 00	4 21	119,479 72	772,804 87
Totals	619,527 16	98,140 16	48,661 62	3,716 75	1,691 30	850 00	217 88	772,804 87	

Note.—$80 in scrip included in total received for hay dues.

PART 1

B.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal Year, 1872–73, and ending the 31st October, 1887.

Fiscal Year.	Timber Dues.	Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.
		Cash.	Scrip.						
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872–73	109 25							109 25	109 25
1873–74	1,710 55							1,710 55	1,819 80
1874–75	3,335 25							3,335 25	5,1 5 05
1875–76	387 00							387 00	5,542 05
1876–77	320 00							320 00	5,862 05
1877–78	1,620 00							1,620 00	7,482 05
1878–79	325 00							325 00	7,807 05
1879–80	25,121 46							25,121 46	32,928 51
1880–81	32,028 16							32,028 16	64,956 67
1881–82	58,753 14	2,245 00			40 00			61,038 14	125,994 81
1882–83	90,066 46	22,844 43			880 00		33 91	113,824 80	239,819 61
1883–84	147,983 10	11,370 60		23 00	498 90	14 00	105 00	159,994 60	399,814 21
1884–85	87,474 99	17,089 75		207 25	232 40	329 00	46 98	105,380 37	505,194 58
1885–86	64,820 31	29,562 51	3,131 08	966 05	40 00	257 00	21 78	98,798 73	603,993 31
1886–87	65,111 74	14,242 77	39,487 67	1,509 40		135 00	6 00	120,492 58	724,485 89
Revenue to 30th June, 1887	579,166 41	97,355 06	42,618 75	2,705 70	1,691 30	735 00	213 67	724,485 89	
July, 1887	7,093 10	273 85	1,968 90	325 80		95 00	4 21	9,760 86	734,246 75
August, 1887	5,985 75	153 85	853 97	542 30				7,535 87	741,782 62
September, 1887	6,706 28	82 40	1,180 00	117 25		5 00		8,090 93	749,873 55
October, 1887	20,575 62	275 00	2,040 00	25 70		15 00		22,931 32	772,804 87
Totals	619,527 16	98,140 16	48,661 62	3,716 75	1,690 30	850 00	207 88	772,804 87	

NOTE.—$80 scrip included in total received for hay dues.

REGULATIONS *governing the granting of Yearly Licenses to cut timber on Dominion Lands in Manitoba, North-West Territories, and as far West as the height of land near Eagle Pass, within the Railway Belt in the Province of British Columbia, under the provisions of Section* 52 *of the Dominion Lands Act,* 1879, *approved by His Excellency the Governor General in Council on the* 8*th of March,* 1883, *as amended by Orders in Council passed since that date.*

1st. The area of a timber berth to be covered by a yearly license shall not exceed fifty square miles; and not more than one berth shall be given to an individual or firm. Any departure from this rule, which special circumstances may render expedient, shall be made only with the sanction of the Governor in Council.

2nd. The licenses shall be granted under the following conditions:—

(*a*) The licensee shall pay a ground rent of five dollars ($5) per square mile.

(*b*) Within a month after the date of the Order in Council granting a timber berth, the party in whose favor it is passed shall pay the rent for the year in advance, the said rent to bear interest at the rate of six per cent. per annum from that date until the same is paid.

(*c*) The licensee shall pay a royalty of 5 per cent. on the amount of the sales of all products of the berth.

(*d*) All licenses to cut timber shall be disposed of by public competition. Parties tendering will be required to state the sum or bonus per square mile which they will pay in addition to the ground rent and royalty; and the limit will be awarded to the party offering the highest bonus.

(*e*) The licensee shall have in operation within a year from a date to be fixed in the license, and keep in operation for at least six months of each year of his holding, a saw mill capable of cutting daily at least ten thousand feet board measure of lumber.

3rd. When a licensee has fully complied with all the above conditions, and where no portion of the timber berth is required for settlement or other public purpose, of which the Minister of the Interior is to be the judge, the license may be renewed for another year, subject to such revision of the annual rental and royalty to be paid therefor as may be fixed by the Governor in Council.

4th. In unsurveyed territory the party to whom a license shall be promised, shall, before the issue of said license and before the said party shall cut any timber, cause to be made, at his own expense, under the instructions of the Surveyor General, a survey of his timber berth by a duly qualified Dominion Lands Surveyor, and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

In surveyed territory berths shall consist of township sections, their legal subdivisions or fractions thereof.

5th. No penalties are to be inflicted upon the following classes of persons for cutting timber upon undisposed of Dominion lands west of the summit of the Rocky Mountains:—Free miners engaged in prospecting or mining; travellers; persons engaged in merely scientific pursuits or exploring; farmers cutting timber for purposes connected with their farms; proprietors of mines containing coal and other minerals, cutting timber for colliery and other mining purposes; persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

A. M. BURGESS,

Deputy of the Minister of the Interior.

REGULATIONS *governing the disposal of Timber on Dominion Lands, situated between the height of land near Eagle Pass and 49° 34', North latitude, in the Province of British Columbia, as embodied in the Regulations for the disposal of Dominion Lands within the Railway Belt in the said Province, authorized by Order in Council of the 17th September*, 1887.

1. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell or carry away any trees or timber upon or from any Dominion lands.

2. Every person who shall violate the provisions of the preceding section shall, for the first offence, be liable to a penalty of two hundred and fifty dollars, and in default of immediate payment to imprisonment for three calendar months, and, for a second conviction, to both a fine of two hundred and fifty dollars and imprisonment for three calendar months.

3. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon proving to the satisfaction of the Minister of the Interior that he has complied with the following provisions, such proof to be made by affidavit in the form P. in the schedule hereto:—

(*a.*) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township, stake out the land sought for, by placing at each angle or corner of the land a stake or post at least four inches square, and standing not less than four feet above the surface of the ground; and upon each post he shall inscribe his name, and the angle represented thereby, thus:—"A. B's, N. E. corner" (meaning north-east corner), or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void; and with his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof, applied for shall be given.

(*b.*) He shall, after making the application for the license, publish for a period of thirty days, in the *British Columbia Gazette*, and in any newspaper circulating in the district in which the lands lie, notice of his application for a timber license, and shall in such notice give the best description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

4. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

5. Timber licenses shall be granted for such area and such length of time as may, from time to time, be determined by the Governor in Council; the licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually, during the currency of the license, the sum of fifty dollars therefor, the first payment to be made upon the granting of the license, and subsequent payments thereafter annually on a day to be named in the license, and in default of payment of any such sum within thirty days after the same should have been paid, the license shall be void.

6. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in his opinion, it is deemed expedient in the public interest so to do.

7. The license may be in the form Q, set forth in the schedule to these Regulations.

8. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and the measurement thereof; and shall, at the expiration of every month, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by affidavit, showing the number of trees so felled and the measurement thereof, and shall then

forthwith pay to the Crown Timber Agent, for the use of Her Majesty, in respect of each tree felled, the sum of thirty cents, and also the sum of seventy-five cents for each and every one thousand feet of board measure contained in the logs made from such trees, and until the same shall be paid the logs shall not be removed from the land where they were cut, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

9. In reckoning the number of trees felled, there shall not be included small timber used for skids, levers, rafting stuff, or the like, and no dues shall be payable in respect of such small timber.

10. The scale and rule by which the measurement of logs shall be determined is the rule laid down and prescribed in Scriber's Lumber and Log Book, as copyrighted, in 1882, by George W. Fisher, of Rochester, New York.

11. In scaling or measuring logs a deduction shall be made, in the case of hollow logs, equal to one-half of the diameter of the hollow portion of such logs; and of all logs over eighteen feet in length, the mean diameter shall be taken.

12. If the licensee shall fail to keep correct books of account of his business, or to submit the same for the inspection of any authorized agent of the Minister of the Interior whenever required, or to render to the Minister of the Interior the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of two hundred and fifty dollars, to be recovered as hereinbefore provided, and in default of payment, imprisonment not exceeding sixty days, and in case of conviction the license held by him may be cancelled by the Minister of the Interior.

Liability of persons cutting timber without authority.

13. If any person, without authority, cuts, or employs or induces any other person to cut or assist in cutting any timber of any kind on Dominion lands, or removes or carries away, or employs, or induces, or assists any other person to remove or carry away any timber of any kind so cut, he shall not acquire any right to such timber, or any claim for remuneration for cutting the same, preparing the same for market, or conveying the same to or towards market; and when the timber has been removed out of the reach of the Crown timber officers, or it is otherwise found impossible to seize it, he shall, in addition to the loss of his labor and disbursements, pay a fine not exceeding three dollars for each log which he is proved to have cut or carried away, or assisted to cut or carry away; and such sum shall be recoverable with costs, at the suit and in the name of the Crown, in any court having jurisdiction in civil matters to the amount of the penalty; and in all cases the burden of proof of authority to cut and take the timber shall lie on the party charged; and the averment of the party seizing or prosecuting, that he is duly employed under the authority of these Regulations, shall be sufficient proof thereof, unless the defendant proves the contrary.

14. Whenever satisfactory information, supported by affidavit made before a Justice of the Peace, or before any other competent officer or person, is received by any Crown Timber Officer or Agent, that any timber has been cut without authority on Dominion lands, or if any Crown Timber Officer or Agent, from other sources of information, or his own knowledge, is aware that any timber has been cut without authority on any such lands, he may seize or cause to be seized, in Her Majesty's name, the timber so reported or known to be cut, wherever it is found, and place the same under proper custody, until a decision can he had in the matter by competent authority:

2. And where the timber reported, or known to have been cut without authority, has been made up with other timber into a crib, dam or raft, or in any other manner has, at any mill or elsewhere, been so mixed up with other timber as to render it impossible or very difficult to distinguish the timber so cut, without authority, from the other timber, the whole shall be held to have been cut without authority, and

shall be liable to seizure and forfeiture accordingly, until the holder shall have separated, to the satisfaction of the Crown Timber Agent, the one timber from the other.

15. Whenever any Crown Timber Agent, or other officer or agent of the Minister of the Interior, is in doubt as to whether any timber has or has not been cut without authority, or is or is not liable to Crown dues on the whole or any part thereof, he may enquire of the person or persons in possession or in charge of such timber, as to when and where the same was cut; and if no satisfactory explanation, on oath or otherwise as he may require, be given to him, he may seize and detain such timber until proof be made to the satisfaction of the Minister of the Interior, or of such Crown Timber Agent or officer, that such timber has not been cut without authority, and is not liable, either in whole or in part, to Crown dues of any kind; and if such proof be not made within thirty days after such seizure such timber may be dealt with as timber cut without authority, or on which the Crown dues have not been paid, according to the circumstances of the case; and the dues thereon may be recovered as provided in the seventy-fourth clause of the Dominion Lands Act.

16. In case any timber, or any product thereof, is seized under the provisions of these Regulations by any Crown Timber Agent or officer, he may allow such timber or product thereof to be removed and disposed of, on receiving sufficient security, by bond or otherwise, to his satisfaction, for the full value thereof, or, in his discretion, for payment of double the amount of all dues, fines, penalties and costs incurred or imposed thereon, as the case may be.

17. All timber seized under these Regulations on behalf of the Crown as being forfeited, shall be deemed to be condemned, unless the owner thereof, or the person for whom it was seized, within one month from the day of the seizure, gives notice to the seizing officer, or to the Crown Timber Agent or officer under whose authority the seizure was made, that he intends to contest the seizure. If, within fifteen days thereafter, the claimant shall not have instituted proceedings before a court of competent jurisdiction to contest the seizure, or if the decision of the court be against him, or should the claimant fail duly to prosecute such proceedings, in the opinion of the judge before whom such case may be tried (and who may for that cause dismiss the suit on the expiration of three months from the date on which it was instituted —anything to the contrary hereinbefore enacted notwithstanding), the timber may be confiscated and sold for the benefit of the Crown, by order of the Minister of the Interior, after notice on the spot of at least thirty days: Provided, nevertheless, that the Minister of the Interior, should he see cause for doing so, may, instead of confiscating timber cut without authority on Dominion lands, impose a fine or penalty which, in addition to all costs incurred, shall be levied on such timber; and, in default of payment of the whole on demand, he may, after a notice of fifteen days, sell such timber by public auction, and may, at his discretion, retain the whole proceeds of such sale, or the amount of penalty and costs only.

18. And whenever any timber is seized for non-payment of Crown dues, or for any cause of forfeiture, or any prosecution is instituted for any penalty or forfeiture under these Regulations, and any question arises whether the said dues have been paid on such timber, or whether the said timber was cut on other than any of the Dominion lands aforesaid, the burden of proving payment, or of proving on what land the said timber was cut, shall lie on the owner or claimant of such timber, and not on the officer who seizes the same, or the party instituting such prosecution.

19. An officer or person seizing timber in the discharge of his duty under these Regulations may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber so seized; and if any person under any pretence, either by assault, force or violence, or by threat of such force or violence, in any way resists or obstructs any officer or person acting in his aid, in the discharge of his duty under these Regulations, such person shall be guilty of felony, and, being convicted thereof, shall be punishable accordingly.

20. If any person, whether pretending to be the owner or not, either secretly or openly, and whether with or without force or violence, takes or carries away, or

causes to be taken or carried away without permission of the officer or person who seized the same, or of some competent authority, any timber seized and detained for any lawful cause under these Regulations, before the same has been declared by competent authority to have been seized without due cause, such person shall be deemed to have stolen such timber, the property of the Crown, and to be guilty of felony, and, being convicted thereof, shall be punishable accordingly.

21. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

22. The Minister of the Interior may, in his discretion, cancel any timber license granted under the provisions of these Regulations, if the licensee shall not, within the time prescribed by his license, continuously proceed to cut and manufacture the timber contained within the limits of his license.

Slides &c.

23. No sale or grant of any Dominion lands shall give or convey any right or title to any slide, dam, water-way, pier or boom, or other work previously constructed on such land, or on any stream passing through or along it, for the purpose of facilitating the descent of timber or saw logs, unless it be expressly mentioned in the letters patent or other documents establishing such sale or grant that such slide, dam, water-way, pier or boom, or other work, is intended to be thereby sold or granted:

2. The free use of any slide, dam, water-way, pier, boom or other work on stream to facilitate the descent of lumber and saw logs, and the right of access thereto for the purpose of using the same and keeping the same in repair, shall not in any way be interrupted or obstructed by or in virtue of any sale or grant of Dominion lands made subsequent to the construction of any such work.

24. The free use, for the floating of saw logs or other timber, of any stream or lake that may be necessary for the descent thereof from Dominion lands, and the right of access to such stream or lake, and of passing and re-passing on or along the land on either side, and wherever necessary for such use thereof, and over any existing or necessary portage-road past any rapid or fall, or connecting such stream or lake, and over such road as, owing to natural obstacles, may be necessary for taking out timber from Dominion lands, and the right of constructing any slide or water-way where necessary, shall continue uninterrupted, and shall not be affected or obstructed by or in virtue of any sale or grant of such lands.

A. M. BURGESS,

Deputy of the Minister of the Interior.

FORM Q.

Timber License.

No.

Term years.

This is to certify that of in the Province of British Columbia, is hereby, from this date, licensed for the term of years next ensuing, to enter upon, cut, fell and remove (except as hereinafter is reserved) timber from all that tract of Dominion lands situate in the district of and more particularly described as (*insert description of land*), and containing acres, more or less, with right of ingress, egress and regress for agents, servants and workmen for such purposes over any adjacent, vacant and unoccupied Dominion lands.

Subject, nevertheless, to the payment of the annual sum of dollars on the day of

in each year of the said term, and to the payment of all other sums, fees and timber dues prescribed by the "Regulations for the disposal of Dominion lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 17th September, 1887," and also subject to all other provisions of the said Act with respect to timber.

Provided always, that any and all exceptionally large trees that may be standing or growing on the said tract of land are hereby expressly reserved to the use of Her Majesty for all time, and the said hereby expressly forbidden to cut or fell any of such trees.

Dated at

Deputy of the Minister of the Interior.

REGULATIONS *governing the cutting of Timber on Dominion Lands within the Railway Belt in British Columbia lying south of* 49° 34' *north latitude and west of the* 121° *of longitude west of Greenwich.*

1. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell, or carry away any trees or timber upon or from any Dominion lands.

2. Every person who shall violate the provisions of the preceding section shall, for each offence, be liable to a penalty of not less than five dollars nor more than five hundred dollars, to be recovered in a summary manner, upon the complaint of any person, before any Stipendiary Magistrate, or two Justices of the Peace, and in default of payment, imprisonment not exceeding thirty days.

3. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon complying with the following provisions:—

(*a.*) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township, stake out the land sought for, by placing at each angle or corner of the land a stake or post at least four inches square and standing not less that four feet above the surface of the ground; and upon each post he shall inscribe his name and the angle represented thereby thus: "A. B.'s N.E. corner" (meaning north-east corner) or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void. With his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof applied for, shall be given.

(*b.*) He shall, after making the application for the license, publish for a period of thirty days in the British Columbia *Gazette* and in any newspaper circulating in the district in which the lands lie, notice of his application for a timber license, and shall in such notice give a description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

4. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

5. No timber license shall be granted for a larger area than one thousand acres of land for each 25,000 feet of lumber that the mill in connection therewith is capable of cutting in twelve hours, nor shall the license be granted for a longer period than four years. The license shall not be transferable, and may be surrendered at any time. No person shall be entitled to more than one license at the same time. The licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually during the currency of the license, the sum of ten dollars for every 1,000 acres covered thereby.

the first payment to be made upon the granting of the license, and thereafter annually. In default of payment the license shall be void.

6. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in the opinion of the Governor General in Council, it is deemed expedient in the public interest so to do.

7. The license may be in the Form A set forth in the schedule to these Regulations.

8. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and shall at the expiration of every six months, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by declaration to be made before a Justice of the Peace, showing the number of trees so felled, and shall then forthwith pay to the Crown Timber Agent for the use of Her Majesty, in respect of each tree felled, the sum of fifteen cents.

9. The licensee shall, if required, produce to the Crown Timber Agent the original account of trees felled.

10. If the licensee shall not keep an account in writing of the number of trees felled under the license, or shall not render to the Crown Timber Agent the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of not less than five dollars nor more than two hundred and fifty dollars, to be recovered as aforesaid, and in default of payment, imprisonment not exceeding thirty days.

11. The preceding sections of these Regulations shall not be construed so as to inflict penalties upon free miners engaged in prospecting or mining, nor upon travellers, nor upon persons engaged in merely scientific pursuits or exploring, nor upon farmers cutting timber for purposes connected with their farms, nor upon proprietors of coal mines cutting timber for colliery purposes, nor upon persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

12. In reckoning the number of trees felled there shall not be included small timber used for skids, levers, rafting stuff, or the like.

13. If any person, without authority or otherwise than is permitted by these Regulations, cuts, or employs or induces any other person to cut, or assists in cutting any timber of any kind on any Dominion lands, or removes, or carries away any merchantable timber of any kind so cut from any Dominion lands, he shall not acquire any right to the timber so cut, or any claim to any remuneration for cutting, preparing the same for market, or conveying the same to or towards market, and such timber may be seized by the Crown Timber Agent, or other officer or agent of the Minister of the Interior, and shall be sold for the benefit of the Crown.

(*a.*) When the timber or saw-logs made has or have been removed by any such person from Dominion lands, such person shall, in addition to the loss of his labor and disbursements, forfeit a sum of one dollar for each tree (rafting stuff excepted) which he is proved to have cut, or caused to be cut or carried away, which sum shall be recoverable with costs in the name of the Minister of the Interior in any Court having jurisdiction in civil matters to the amount of the penalty.

(*b.*) In such cases it shall be incumbent upon the party charged to prove his authority to cut.

14. Where timber has been cut without authority on Dominion lands, and has been made up with other timber into a crib, dam or raft, or in any other manner has been so mixed up as to render it impossible, or very difficult for the agent to distinguish the timber so unlawfully cut on Dominion lands from other timber with which it is mixed up, the whole of the timber so mixed up shall be held to have been cut without authority on public lands, and shall be liable to seizure and forfeiture until separated by the holder satisfactorily to the officer making the seizure.

15. The officer making the seizure may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber seized.

16. All timber seized under these Regulations shall be deemed to be condemned, unless the person from whom it was seized, or the owner thereof, shall, within one month from the day of seizure, give notice to the seizing officer or nearest Crown Timber Agent, that he claims, or intends to claim, the same; failing such notice, the agent aforesaid shall report the circumstances to the Minister of the Interior, who may order the sale of the said timber by the said agent after a notice of at least thirty days.

17. Any Supreme Court Judge may, upon petition, in a summary way, try and determine such seizures, and may order the delivery of the timber to the alleged owner upon his giving security, by bond, with two good and sufficient sureties, to pay double the value in case of condemnation.

(*a.*) Such bond shall be taken in the name of the Minister of the Interior to Her Majesty's use, and shall be delivered up to and kept by the Minister of the Interior.

(*b.*) If such seized timber is condemned, the value thereof shall be forthwith paid to the Minister of the Interior and the bond cancelled, otherwise the penalty shall be enforced and recovered.

18. Every person availing himself of any false statement or oath to evade the payment of any moneys payable under these Regulations, in respect of timber, shall forfeit the timber in respect of which payment of such moneys is attempted to be evaded.

19. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

20. No logs shall be sawn in any mill, or otherwise manufactured into lumber, or other material, in any mill, until the logs shall have been scaled and measured, and the timber dues hereinafter mentioned paid; but the provisions of this section shall not apply to logs cut from any lands held by pre-emption or under Crown grant.

21. The logs shall be scaled and measured at the mill by the Crown Timber Agent, or person appointed by the Minister of the Interior for that purpose, for the district in which the mill is situate.

22. When the logs have been scaled and measured, the person who did so shall make out a bill, stating therein the number of logs, the number of feet board measure contained in such logs, and the name of the owner; and the Crown Timber Agent shall enter in the books of his office a copy of such bill. Another copy of the bill shall be made out and delivered to the owner or his agent, with a certificate thereto attached that it is a true and correct bill, which bill, so certified, shall, for the purpose of ascertaining the amount of timber dues to be paid in respect of such logs, be presumptive evidence of the facts therein contained and of the correctness of such scaling or measurement.

23. The scale and rule by which the quantity of logs shall be determined is the rule laid down and prescribed in Scribner's Lumber and Log Book, as copyrighted in 1882, by George W. Fisher, of Rochester, New York.

24. There shall be payable and paid by the owner of the logs to the Minister of the Interior, to and for the use of Her Majesty, the sum of twenty cents for each and every one thousand feet board measure contained in such logs, and until the same shall be paid the logs shall not be taken into the mill or removed from where they were scaled, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

25. In scaling or measuring logs, such allowance for hollow or crooked, or otherwise defective logs shall be made as would make them equal to good, sound, straight and merchantable logs.

26. These Regulations shall not apply to the cutting of the trees known as hemlock.

27. The Minister of the Interior may cancel any timber license granted under the provisions of these Regulations, if, in his opinion, the licensee shall not continuously proceed to cut and manufacture the timber within the limits of his license.

A. M. BURGESS,
Deputy of the Minister of the Interior.

SCHEDULE.

FORM A.

Regulations for the disposal of Dominion Lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 16th July, 1885.

TIMBER LICENSE.

No.

Term years.

THIS IS TO CERTIFY THAT
of
is hereby from this date licensed for the term of years next ensuing, to enter upon, cut, fell and remove (except as thereinafter is reserved) timber from all that tract of Dominion Lands situate in the District of , and more particularly described as (*insert description of land*), and containing acres, more or less, with right of ingress, egress and regress for agents, servants and workmen for that purpose over any adjacent, vacant and unoccupied Dominion Lands.

SUBJECT NEVERTHELESS to the payment of the annual sum of dollars, on the day of in each year of the said term and to the payment of all other sums, fees and timber dues prescribed by the "Regulations for the disposal of Dominion Lands within the "Railway Belt in the Province of British Columbia, as approved by Order in Council, "dated 16th July, 1885," and also subject to all other provisions of the said Act with respect to timber.

PROVIDED ALWAYS, that any and all exceptionally large trees that may be standing or growing on the said tract of land are hereby expressly reserved to the use of Her Majesty for all time, and the said hereby expressly forbidden to cut or fell any of such trees.

Dated at

Deputy of the Minister of the Interior.

REGULATIONS *for the disposal of Coal Lands in the North-West Territories, and the Province of Manitoba, approved by His Excellency the Administrator of the Government in Council on the 26th December,* 1882 *(in substitution for the preceding Regulations of the 17th December,* 1881*), with the amendments thereto approved by His Excellency the Governor General in Council, on the 2nd March,* 1883*, the 26th March and the 13th May,* 1884*, the 3rd December,* 1885*, and the 13th April and 14th June,* 1886.

1st. The following districts have been set apart and declared to be Coal Districts, the same to be known as those of the Souris River, the Bow River, the Belly River, the South Saskatchewan River, the North Saskatchewan River, the Cascade, and a district at Wood Mountain and its vicinity.

These lands are withdrawn from ordinary sale; but the even numbered sections, with the exception of Hudson's Bay Company's Lands, are open for settlement, subject, however, to the reservation of the coal and other mineral rights therein.

I.—SOURIS RIVER COAL DISTRICT.

Township 1 and South halves of 2, Ranges 4, 5, and 6, West of Second Meridian.

"	1, 2, 3,	"	7, 8, 9, 10,	"	"
"	1, 2, 3, 4,	"	11,	"	"
"	1, 2, 3, 4, 5,	"	12, 13,	"	"
"	2, 3, 4, 5,	"	14,	"	"
"	3, 4, 5,	"	15,	"	"
"	4, 5,	"	16,	"	"
"	5,		17,		

II.—BOW RIVER COAL DISTRICT.

Townships 19, 20, 21, Ranges 18, 19, West of Fourth Meridian.
" 20, 21, 22, " 20, 21,

III.—BELLY RIVER COAL DISTRICT.

Townships 8, 9 and 10, Range 21;
Those portions of Townships 8 and 9 not included in the Blood Indian Reverse, and the whole of Township 10, in Range 22; those portions of Townships 8 and 9 not included in the Blood Indian Reserve, and the whole of Township 10, in Range 23, all West of the Fourth Meridian.

IV.—SOUTH SASKATCHEWAN RIVER COAL DISTRICT.

Townships 11, 12, 13, Ranges 2, 3, 4, 5, 6, 7, 8, 9, 10, West of Fourth Meridian.
" 14, 15, 16, " 2, 3, 4, 5, " "

V.—NORTH SASKATCHEWAN RIVER COAL DISTRICT.

Townships 50 and 51, and the South half of Township 52, Range 25,
" 50 " 51, Range 26,
" 50 " 51, " 27,
" 50 " 51, in the fractional portion of Range 28, all West of the Fourth Meridian.
Also Townships 50 and 51, Range 1,
" 50 " 51, " 2,
" 50 " 51, " 3,
" 50 " 4,
All West of the Fifth Meridian, in the Provisional District of Alberta.

VI.—CASCADE COAL DISTRICT.

The North West quarter of Township 25, Range 11,
" South West " " 26, " 11,
" North East " " 25, " 12,
" South East " " 26, " 12,
All west of the Fifth Meridian, in the Provisional District of Alberta, but excluding therefrom that portion of the said described area which is covered by the right of way and station grounds of the Canadian Pacific Railway.

VII.—DISTRICT AT WOOD MOUNTAIN AND ITS VICINITY.

Townships 1, 2, 3, 4, 5, 6, 7, Ranges 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, West of Second Meridian.
" 1, 2, 3, 4, 5, 6, 7, " 1, 2, 3, 4, 5, 6, 7, 8, West of Third Meridian,

2nd. The surveys of the lands within the said Coal Districts will be completed as soon as possible, and thereafter the lands will be periodically offered for sale by tender or public auction—the lands within the "Cascade Coal District" at an upset price of $12.50 per acre, cash, and the lands within all the other Coal Districts at an upset price of $10 per acre, cash.

(*a*)—Not more than three hundred and twenty acres shall be sold to one appplicant.

(*b*)—When there is more than one applicant for the same coal location, the Minister of the Interior may invite competition between the several applicants, or offer the land for sale at public competition by tender or by auction as he may think expedient, at the upset price of coal lands in the district in which such coal location is situated.

(*c*)—When applications are made to purchase coal locations situated outside of the organized Coal Districts, the Minister of the Interior may sell the same to the appplicants at the price and on the terms which would apply if the lands were within an organized Coal District, and with due regard to the quality of the coal which the said lands may be found to contain.

3rd. With respect to leases which have already been granted, each lessee who has fulfilled the conditions thereof may, within two years from the date of the Order in Council authorizing his lease, convert the leasehold into freehold, by paying in cash the upset price placed by the Minister of the Interior on the lands in the Coal District wherein the said leasehold is situated; but the lease shall be null and void in all cases where the conditions have not been fulfilled by the lessee, especially the conditions contained in Clause 5 of the said regulations, which is as follows: "That failure to commence active operations within one year and to work the mine within two years of the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease and resumption of the land by the Crown."

4th. In cases where the Minister of the Interior satisfies himself that companies, or persons, have expended considerable sums of money in exploring for coal within the limit of any district for which they may have applied under the Regulations of the 17th December, 1881, the said lands may be sold to such companies or persons at the upset price fixed for lands in the Coal District in which such tract may be situated.

5th. The boundaries beneath the surface of coal mining locations shall be the vertical planes or lines in which their surface boundaries lie.

6th. The rights of lessees, and of persons in favor of whom Orders in Council authorizing leases have been passed, shall not be affected by these Regulations.

A. M. BURGESS,

Deputy of the Minister of the Interior.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 14th June, 1886.

REGULATIONS *Governing the Disposal of Grazing Lands in Manitoba and the North-West Territories.*

1. Leases of grazing lands in Manitoba and the North-West Territories can be granted only after public competition, except in the case of actual settlers to whom may be leased, without public competition, tracts of land not to exceed four sections and to be contiguous to the settler's homestead. Leases shall be for a period of not exceeding twenty-one years, and no single lease shall cover a greater area than 100,000 acres.

2. The lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

3. In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom the lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor, under instructions from the Surveyor General; and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

4. The lessee shall pay an annual rental at the rate of $20 for every 1,000 acres embraced by his lease, and shall within each of the three years from the date of the Order in Council granting the lease, place upon the tract of land leased not less than one-third of the whole amount of the stock which he is required to place upon the said tract, namely, one head of cattle for every ten acres of land embraced by the lease, and shall during the rest of its term maintain cattle thereon in at least that proportion.

5. After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and *corral*, paying therefor $2 per acre in cash.

6. The whole or any part of the lands leased shall be open to homestead and pre-emption entry, or to be purchased from the Government at the cash price of not less than $2.50 per acre, upon application being made therefor, and that as entries are granted, or purchases effected, the lease shall become void in respect of the land so entered or purchased.

7. Failure to fulfil any of the conditions of his lease shall subject the lessee to the forfeiture thereof.

A. M. BURGESS,
Deputy of the Minister of the Interior.

DEPARTMENT OF THE INTERIOR,
OTTAWA, June, 1887.

WINNIPEG CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1887.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit my annual report of the business transacted within the Winnipeg district for the year ended 31st October, 1887, to be read in connection with which are the following detailed statements, namely:—

A.—Statement of revenue derived from timber dues and other sources.

B.—Statement of saw mills operated under Government license in the Province of Manitoba, and in Assiniboia as far west as the third initial meridian, and in what is known as the "Disputed Territory," together with the quantities of material manufactured, sold and on hand, by each lessee respectively.

C.—General office returns, and other information respecting the work of the office.

The revenue of this agency, for the year just closed, from all sources, amounts to $45,611, being $3,941.58 over that of the preceding year. That derived from timber cut under permits amounts to $16,678.81 as against $14,381.27 for the preceding year, showing an increased desire on the part of the settlers to comply with the regulations governing the cutting of timber on Dominion lands. And I have reason to anticipate a still further increase in the revenue from this source during the ensuing year. The settlers who in many cases have hitherto been without the means to improve their farms by building and fencing are now, owing to the abundant crops of last season, in a position to do so; and the lumbering interests of the country, which have suffered such severe depression during the last three or four years, are already beginning to feel the effects of the improved condition of the farmers, in the increased demand for lumber.

I took occasion in a previous report to advert to the advisability, where practicable, of preserving the growing timber in this district for the future needs of the settlers, and preventing, as far as possible, its destruction for speculative purposes. The necessity for these precautions is becoming year by year more apparent.

I find that since railway construction commenced in this country, about 9,000,000 ties have been used in the building and maintenance of our roads.

Assuming that on an averave two ties are cut from each tree, this would cause the destruction of 4,500,000 healthy young trees—only straight and vigorous trees being used for this purpose. At the present time there are about 2,500 miles of railway in this country. As the life of a tie is about seven years, it would therefore require to maintain the present roads over 1,000,000 ties per annum, and the consequent destruction of some half a million trees. It will readily be perceived, then, that as the extension of railroads in the country increases, the demand for this class of material will be enormous; and the importance of devising some measures for its preservation can scarcely be over-estimated. I would therefore respectfully urge that the Department give this matter serious consideration, with a view of diverting the timber operations of the railway companies from this country to the Lake Superior district, or to some other place where the interests of settlement would not be so greatly affected.

The total amount of lumber sold in Manitoba and that part of this district which lies in the North-West Territories amounts to 40,675,547 feet, of which quantity 17,222,021 feet was manufactured from timber cut under Government license, the balance being brought into the country from the following places, namely:—

	Feet.
United States, *viâ* Emerson and Gretna.....	602,826
do from State of Minnesota (logs manufactured at Keewatin and Rat Portage).....	15,277,700
Ontario and State of Wisconsin (logs manufactured at Port Arthur).....	5,073,000
British Columbia, *viâ* Canadian Pacific Railway.....	2,500,000

It will thus be seen that of the quantity of lumber sold during the past year about 60 per cent. was imported.

The fact that lumber is being shipped into this country and sold at low prices is, in my opinion, an advantage to the community which cannot be too highly appreciated, affording, as it does, the conservation of our own forests for future use, our heaviest and best timber being, as yet, inaccessible. During the last season about 15,000,000 feet of lumber was manufactured at Keewatin and Rat Portage from logs brought down streams tributary to the Rainy River from the State of Minnesota.

According to the latest statistics published by the Department of the Interior at Washington, D.C., upwards of 300,000,000 feet of pine standing on streams (Big Fork, Little Fork and Vermillion Rivers) in the State of Minnesota, which flow northward into Rainy River, will naturally find a market in Manitoba.

The larger portion of the lumber shipped in from Port Arthur was manufactured from logs floated across Lake Superior from the State of Wisconsin, U.S. The difficulties of prosecuting this trade, however, are so great, owing to the risk and expense attending the rafting of logs across the lake, that, from enquiries made, I am led to believe the importation from that quarter is not likely to increase in volume.

Relying on reports received from shippers in British Columbia, I learn that large shipments of timber products will be made into Manitoba next season.

This season one firm in New Westminster shipped in and sold 2,500,000 feet of lumber, 3,000,000 shingles and 500,000 laths, principally cedar. The lumber is of superior quality, and largely used for interior finish and cabinet making.

The following particulars, although not having a direct bearing on the business for the year now under consideration, may, perhaps, be found to be not without interest. The first timber manufactured in this north-west country, under Government license, was in the year 1874, at Fort Francis (District of Keewatin,) by Stephen H. Fowler. It was not, however, until the year 1880, that lumbering commenced on anything like an extensive scale. I have, by careful research, ascertained that the following is the quantity of material manufactured in Manitoba, the North-West Territories and the District of Keewatin, under Government license, since the year 1874, viz.:—

Feet Lumber	190,568,456
Shingles	44,762,823
Laths	16,416,404

The Ontario Crown Lands Agents at Rat Portage and Port Arthur, continue to exercise supervision over the unlicensed timber lands in the "Disputed Territory." Permits to cut timber in large quantities have been issued by them during the past season, the dues for which are paid into the Ontario treasury.

The loss of timber by prairie fires during the year has, I am glad to say, been insignificant as compared with the damage from that source during the previous year; the settlers, profiting by their sufferings of last year, have exercised greater vigilance in preventing the spread of fires.

Fuel continues to sell at the figures given in my last annual report, namely:—

Cordwood, on car at Winnipeg, $3.50 to $4.50 per cord; at Portage la Prairie, $2.50 to $3.00; at Brandon and other points along the line of the Canadian Pacific Railway in Manitoba, it sells at about the same figures.

Native and foreign coal is offered at Winnipeg, on the cars, at the following prices:—

	Per ton.
American anthracite	$10 00
Canadian (N. W. T.) anthracite	8 50
Native, soft	7 50
Soft coal at pit	1 00

No American bituminous coal is offered.

The routine work of the office has largely increased, as a reference to schedule "C" will show. The work is still being conducted with the assistance of an accountant and one clerk. The forest rangers have shown much activity in the discharge of their duties, and have, by their discreet conduct, avoided any unpleasantness in their dealings with the settlers; nor can any fault be found on the ground of extravagance in travelling expenses, which have been kept as low as possible consistently with the efficient inspection of the lands entrusted to their supervision.

I have the honor to be, Sir,

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

SCHEDULE A.

STATEMENT OF RECEIPTS on account of Crown Timber, for the Year ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Returns.	Permits.	Seizures, Dues and Fines for Trespass.	Refunded Disbursements.	School Lands.	Total.	Amounts collected at Head Office.	Grand Total.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November		66 00	24 66	464 27	31 95			586 88	1,140 50	1,727 38
December	5 00	127 16	1,701 46	923 44	365 13	10 00	28 75	3,160 94		3,160 94
1887.										
January		1,475 00	245 19	84 10		72 40	485 00	2,361 69		2,361 69
February			213 26	2,534 53	228 60	12 95	131 25	3,120 59		3,120 59
March			59 19	419 71	233 04		29 75	741 69		741 69
April			1,067 57	862 07	345 80	21 00	93 71	2,390 15		2,390 15
May			380 06	545 53	70 58		35 00	1,031 17	50 00	1,081 17
June			151 78	420 84	264 80		2 50	839 92		839 92
July		640 00	2,980 71	633 81	352 23	398 68	31 25	5,036 68		5,036 68
August		603 61	1,585 47	514 55	7 00			2,710 63		2,710 63
September		1,273 85	3,071 10	447 17	23 82			4,815 94		4,815 94
October		965 54	6,186 48	8,828 79	949 41	49 75	664 25	17,624 22		17,624 22
	5 00	5,151 16	17,666 93	16,678 81	2,852 36	564 78	1,501 46	44,420 50	1,190 50	45,611 00
Collections at Head Office.	1,087 50						103 00			
Totals	1,092 50	5,151 16	17,666 93	16,678 81	2,852 36	564 78	1,604 46			

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1887.

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE "B" showing the Number of Saw Mills in the Province of Manitoba and the Districts of Keewatin and Assiniboia operating under Government License, for the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee	Where Situated.	Kind of Power.	Horse-Power.	Capacity per 12 hours.	Commenced Operation	Description of Timber.	Location of Limits.	Quantity of Lumber manufactured during Year ending 31st October, 1887.	Quantity of Lumber sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887	Quantity of Lumber on hand 31st October, 1887.	Quantity of Shingles manufactured during Year ending 31st October, 1887.	Quantity of Shingles sold from amount on hand 31st October 1886, and manufactured to 31st October, 1887	Quantity of Shingles on hand 31st October, 1887.	Quantity of Lath manufactured during Year ending 31st October, 1887.	Quantity of Lath sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Lath on hand 31st October, 1887.	Remarks.
				Feet.													
Boyd & Crowe	Fisher River	Steam	75	30,000	1880	Spruce	Fisher River, Lake Winnipeg.	2,500,000	770,010	1,729,990							
Brouse, Geo. I., & Co.	Bad Throat River	Water	20	7,000	1879	do and jack pine.	Bad Throat River do	154,071	171,271		191,000	423,000	188,000				
Brown, Rutherford & Nielson	Fisher Bay	Steam	30	10,000	1884	do	Fisher Bay do	1,100,000	800,000	1,450,000							
Bulmer, F. T. & Co	Keewatin	do	80	50,000	1884	Red and white pine.	Crow Lake, Lake of the Woods.										Mill not worked season 1887.
Cameron, Alexander	Minnedosa	do	25	6,000	1878	Spruce	Riding Mountain	192,950	56,938	160,305							
Dick & Banning	Keewatin	Water	150	60,000	1881	Red and white pine.	Lake of the Woods and Rainy Lake	3,659,196	1,750,000	3,384,554	950,000	600,000	750,000	825,000	525,000	675,000	
Federal Bank of Canada	Keewatin	Steam	75	20,000	1883	Spruce	Ebb and Flow Lake, Lake Winnipeg.	900,000	616,130	814,640							
Hudson's Bay Co.	Ebb and Flow Lake	do			1880	do	Riding Mountain										Mill destroyed by fire, May, 1886.
Jermyn & Bolton	Riding Mountain House	do	50	15,000	1880	do	do		58,193	51,003		66,500	2,750		10,000	46,800	Mill not worked season 1887.
Jonasson, Stgr.	Minnedosa	do	40	12,000	1885	do and jack pine.	Bad Throat River, Lake Winnipeg.	495,000	288,843	287,638	360,000	341,750	418,250	46,500	23,400	35,100	
Keewatin Lumbering & Manf. Co (Limited)	Bad Throat River	Water	200	120,000	1880	Red and white pine.	Islands, Lake of the Woods	1,507,952	3,807,041	1,816,230		392,750			881,800		
Likely, John	Keewatin	Steam	25	8,000	1884	Spruce and jack pine	Bear River, Winnipeg River	357,700	267,700	90,000	400,440	400,440					
Manitoba and North-West Railway Co.	Fort Alexander	Steam	20	4,000	1885	do and tamarac.	West Shore Lake Manitoba	208,000	110,343	107,157							
Miller & Patton	Ebb and Flow Lake	do	50	30,000	1880	do	Riding Mountain		373,037			163,000			8,700		do do
McFadyen, David	Bird Tail Creek	do	16	3,000	1884	do and poplar.	do	102,000	132,144		343,000	210,000	203,000				
Mitchell, H. B	Sec. 19, Tp. 17, R. 16, W. 1st	do	75	30,000	1885	do and tamarac.	Little Boggy Creek	1,364,855	491,285	873,570	299,000	159,000	140,000	93,500	15 500	78,000	
Morton, George	Millwood	do	40	12,000	1882	Oak and poplar.	Turtle Mountain	178,500	142,341	49,584	63,000	73,500	18,000				
North-West Timber Co.	Turtle Mountain	do	30	10,000	1886	Spruce and tamarac.	West Shore Lake Winnipeg	519,744	603,157	161,587							Lumber manufactured from logs purchased at sheriff's sale by Jas. Cocoran, Stratford Ont.
Rainy Lake Lumber Co	Bull Head Bay	do	95	60,000	1883	Red and white pine.	Rainy Lake	5,377,616	2,730,197	5,649,073	1,149,500	466,250	683,250	715,000	180,000	535,000	Lumber in dispute between Union Bank of Canada and liquidator, R. L. Lbr. Co.
do do	Rat Portage	do			1879	do	do			952,509							Also 76,010 railway ties.
Ross, David	Fort Francis	Steam	35	10,000	1880	Spruce and tamarac.	Whitemouth River	1,608,709	1,594,243	966,496							
Smith, Samuel	Whitemouth	do	40	3,500	1881	Oak and poplar.	Turtle Mountain	120,068	123,306	12,762							
Sprague, Daniel	Turtle Mountain	do	25	20,000	1882	Red pine	Roseau River		1,452,690	742,797					48,000	21,200	Mill not worked season 1887.
Stewart, John	Winnipeg	do	20	3,000	1883	Spruce	Township 32, Range 2, West 2nd	388,185	409,513	58,346	7,000	7,000					
Watts, Alfred	Fort Ellice	do	16	3,000	1882	Oak and poplar	do 7 do 9 do 1st.	30,000	114,073	8,797		101,500					
Wells Bros	Norquay	do	15	2,500	1884	Spruce and poplar	do 17 do 2 East 1st.										do do
Williams & Harrison	Balmoral	do	25	3,000	1880	Oak do	Turtle Mountain		64,749								
Whimster & Kyall	Wakopa	do	25	6,000	1880	Spruce and tamarac.	Riding Mountain.	354,817	294,817	300,000	44,750	122,250	346,500				
	Strathclair							20,119,363	17,222,021	19,667,038	3,807,690	3,526,940	2,749,750	1,688,700	1,683,700	1,391,100	

Saw mills owned by the undermentioned have not been in operation during the season of 1887:—

Name of Owner.	Where Situated.	Name of Owner.	Where Situated.
Adams & Schnider	Winnipeg River.	Shields *et al*	Brandon.
Armitage & McCulloch	Minnedosa.	Sprague, Danl	Winnipeg.
Bulmer, F. T., & Co.	Keewatin.	Stewart, Jno.	Fort Ellice.
Hudson's Bay Co.	Riding Mountain.	Wells Bros.	Balmoral.
Imperial Bank of Canada	Rapid City.	Williams & Harrison	Wakopa.
Millar & Patton	Birtle.	Jermyn, James	Minnedosa.

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1887.

Description of Return.	Number.	Compared with Last Year.	
		Increase.	Decrease.
Number of letters written	3,787	725	
do circulars sent	2,376	755	
do letters received	1,796	361	
do permits issued, homesteaders free	538		510
do do subject to dues	698	190	
do seizures made	401	172	
do mill returns received and verified	84		5

COMPARATIVE PRICES of Lumber sold at the principal points in the Winnipeg District during the Years 1886 and 1887.

Place.	Kind.	1886.	1887.
Birtle, Man	Spruce and tamarac, per M. feet	$15 00 to $20 00	$14 00 to $18 00
Boissevain, Man	do do do	15 00 " 20 00	15 00 " 18 00
Brandon, Man	do do do	12 00 " 20 00	14 00 " 18 00
Langenburg, Assa	do do do	20 00 " 30 00	18 00 " 20 00
Minnedosa, Man	do do do	10 00 " 20 00	10 00 " 18 00
Moose Jaw, Assa	do do do	15 00 " 25 00	15 00 " 21 50
Moosomin, Assa	do do do	15 00 " 18 00	15 00 " 19 00
Rat Portage, Ont	Red and white pine do	10 00 " 30 00	10 00 " 30 00
Regina, Assa	do do do	18 00 " 30 00	18 00 " 30 00
do	Spruce do	15 00 " 18 00	15 00 " 18 00
Portage la Prairie	do do	14 00 " 18 00	14 00 " 16 00
Selkirk, Man	do and tamarac do	8 00 " 12 00	10 50 " 12 00
Winnipeg, Man	do do do	10 00 " 16 00	12 50 " 16 00
do	Red and white pine, do	13 00 " 35 00	13 00 " 40 00
	British Columbia Lumber.		
Winnipeg	Cedar lumber for finishing (clear)		$45 00 to $50 00
do	Douglas fir do		35 00 " 40 00
do	Cedar common boards		18 00 " 20 00
do	Cedar shingles (clear)		3 50 " 3 50

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1887.

EDMONTON CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
EDMONTON, 1st November, 1887.

SIR,—I have the honor to enclose the annual statements of my office, which show a continued and marked improvement over last year.

The quantity of sawn lumber is 1,400,379 feet, being an increase of 439,058, as compared with last year.

The local demand which I took notice of in my last returns, has been steadily increasing, and at the present time is greater than it has ever been before, and there is every prospect of its increasing.

Messrs. Moore & Macdowall have purchased Mr. John Kelly's mill and timber berth, situated adjoining the limit owned by them, and I have no doubt they will put new life into the milling business, and next year a much larger quantity will be marketed than heretofore.

There has also been a large increase in the correspondence of this office.

The crops are turning out much better than was at one time expected, the frost we had in August having only injured the wheat.

I have the honor to be, Sir,
Your obedient servant,

THOS. ANDERSON,
Crown Timber Agent.

The Secretary
Department of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Dues on Timber cut under license.	Permits, Fees and Dues.	Miscellaneous.	Total.	Amounts collected at Head Office.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
November.			70 95	75 41	0 14	146 50		146 50
December.		421 00	2 60	94 17	1 23	519 00	1,250 00	1,769 00
1887.								
January			36 53	14 70		51 23		51 23
February				7 50		7 50	1,602 50	1,610 00
March		230 00		21 85		251 85	416 66	668 51
April				6 50		6 50		6 50
May		14 38	33 62	157 11		205 11		205 11
June		76 57	13 76	5 89		95 72		95 72
July			153 11	17 08		170 19		170 19
August				130 19		130 19	500 00	630 19
September.			298 56	104 25		402 81	17 70	420 51
October.				20 64		20 64		20 64
Totals		741 95	609 13	654 79	1 37	2,007 24	3,786 86	5,794 10
Amounts collected at Head Office		3,786 86						
Totals		4,528 81	609 13	654 79	1 37			

Add $210.50 collected prior to 31st October, 1886, and received at Head Office subsequent to that date	210 50
	6,004 60
Deduct $20.64 collected prior to 31st October, 1887, but not received at Head Office until after that date	20 64
Total	5,983 96

THOMAS ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1887.

SCHEDULE B.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Amount.	Compared with previous year.		Remarks.
		Increase.	Decrease.	
Number of letters written	701	69		
do do received	222	21		
do permits issued	68	2		
do seizures made	8	6		
do mill returns received	11			

THOMAS ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1887.

SCHEDULE C.

SHOWING the Saw-Mills, in the Edmonton Crown Timber Agency, operating under Government License during the Year ending the 31st October, 1887.

Name of Owner or Owner and Assignee.	Where situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations in	Description of Timber.	Logs cut at	Quantity of Lumber manufactured during the Year ending 31st October, 1887.	Quantity of Lumber sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Shingles manufactured during the Year ending 31st October, 1887.	Quantity of Shingles sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Laths manufactured during the Year ending 31st October, 1887.	Quantity of Laths sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.
								Ft. B M.	Ft. B.M.	No.	No.		
Richard Hardisty..	Edmonton	Steam	30	10,000	1880	Spruce and poplar	North Saskatchewan River.	687,464	208,883	181,333	181,333	7,350	7,350
Lamoureux Bros ...	Stony Plain ...	do	20	5,000	1883	do ...	Stony Plain, North Saskatchewan River.	403,184	154,067	306,250	236,750	155,100	41,000
John Kelly	White Mud	do	40	10,000	1885	Spruce	White Mud, North Saskatchewan River.	161,150	106,900	246,750	81,500	.....	.....
Roman Catholic Mission, St. Albert.	St. Albert	Water	20	5,000	1882	do	Egg Lake-.....	99,557	7,818	98,000	2,000	.....	.....
*Hudson's Bay Co.	Athabaska Landing.	Steam	20	5,000	1886	do	Athabaska River ..	49,024	49,021	41,500	41,500	.....	.....
Alberta Lumber Co	Red Deer River	.....	.....	.....	.....	.....(No returns received to date)	....	....	....	....	....	....	....
Totals	....	.....	.....	....	.....	....	....	1,400,379	526,692	873,833	543,083	162,450	48,350

* Timber cut under permit No. 158.

THOMAS ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1887.

CALGARY CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
CALGARY, 28th November, 1887.

SIR,—I have the honor to submit my annual report of the business transacted within my agency for the year ended on the 31st October, 1887, viz. :—

"A."—Statement showing revenue derived from timber dues.

"B."—General office returns and other information respecting the work of this office.

"C."—Number of saw mills operating under Government license in the district of Alberta and part of Assiniboia.

I have the honor to be, Sir,
Your obedient servant,
C. L. GOUIN,
Crown Timber Agent.

The Secretary
Department of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Sales.	Dues on Permits.	Seizures, Dues and Fines for Trespass.	Total.	Amounts collected at Head Office.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November			661 32	38 60		699 92	143 25	843 17
December			86 31	39 30		125 61	87 50	213 11
1887.								
January			56 27	11 50		67 77		67 77
February			81 19	11 00		92 19	1,000 00	1,092 19
March				43 00		43 00	2,416 50	2,459 50
April			125 26	269 14		394 40	30 00	424 40
May				23 00		23 00	635 00	658 00
June			84 03	63 00		147 03	265 30	412 33
July			13 28	19 50		32 78	136 91	149 78
August		250 00	147 81	0 50		398 31	2,111 01	2,509 32
September				11 50		11 50	430 94	442 44
October			188 95	10 00		198 95	558 55	757 50
Total		250 00	1,444 42	540 04		2,234 46	7,814 96	10,049 42
Amounts collected at Head Office	640 00	4,211 21			2,963 75			
Total	640 00	4,461 21	1,444 42	540 04	2,963 75			

Add $134.44 collected prior to 1st November, 1886, and received at Head Office subsequent to that date	134 34
	10,183 76
Deduct $198.95 collected prior to 31st October, 1887, but not received at Head Office until after that date	198 95
Total	9,984 81
School lands	336 84
Grand Total	10,321 65

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1887.

SCHEDULE B.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Amount.	Compared with Previous Year.		Remarks.
		Increase.	Decrease.	
Number of letters written	362	67		
do received	313	61		
Permits issued	142		37	
Seizures made				
Mill returns received	29			

C. L. GOUIN,
Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1887.

SCHEDULE C.

SHOWING the Saw Mills in the Calgary Crown Timber Agency, operating under Government License, during the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced Operations.	Description of Lumber.	Logs Cut at.	Quantity of Lumber manufactured during the Year ending 31st October, 1887.	Quantity of Lumber sold from amount on hand 31st October, 1886, and manufactured to 31st October 1887.	Quantity of Shingles manufactured during the Year ending 31st October, 1887.	Quantity of Shingles sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Laths manufactured during the Year ending 31st October, 1887.	Quantity of Laths sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.
				M. Feet.				Ft. B.M.	Ft. B.M.	No.	No.		
Louis Sands.....	Cypress Hills.	Steam	30	18	.....	Pine and spruce...	Cypress Hills Limit	96,841	258,045	173,250	240,500	7,000	7,000
Peter McLaren.....	Mill Creek.....	Water	30	5	.....	Spruce, fir and pine.	Mill Creek.....	211,007	334,602	146,500	167,250	.....	.....
James Walker	Kananaskis....	Steam	60	15	1887	Spruce, pine and cypress.	Kananaskis, Rocky Mounts.	325,814	409,971	83,500	80,750	72,100	79,200
N.-W. Coal and Navigation Co.	Lethbridge.....	Steam	20	5	1885	Spruce.....	South Fork of Old Man's River.	1,623,521	1,721,420	....	....	....	....
Calgary Lumber Co.	Cochrane.....	Steam	75	20	1886	Spruce and cypress pine.	Cochrane.....	842,530	861,694	231,250	231,250	535,600	513,600
Eau Claire and Bow River Lumber Co	Calgary	Steam	75	25	1887	Douglas pine, fir and spruce.	Calgary	249,560	232,454	....	....	140,000	11,000
D. Morrison.....	North Fork of Sheep Creek.	Steam	12	5	1887	Spruce.....	Sheep Creek.....	237,386	237,386	....	....	....	....
Totals	....	.....	.....	.....	.....	....	....	3,586,659	4,055,572	634,500	719,750	754,700	610,800

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1887.

C. L. GOUIN,
Crown Timber Agent.

PRINCE ALBERT CROWN TIMBER AGENCY.

CROWN TIMBER OFFICE,

PRINCE ALBERT, 31st October, 1887.

SIR,—I have the honor to submit for your information the annexed report of the business transacted by this office for the Departmental year ending 31st October, 1887.

The prospects for the coming year are much more favorable than they have been for some time past, the bountiful harvest and fair prices for grain have brightened up all branches of business, and the town and surrounding settlements are steadily improving, notwithstanding the great disadvantage at which we are placed by want of railroad facilities, and as soon as easy communication is obtained with the outside world, this is destined to become one of the great cities of the west, and has a great future before it.

I have the honor to be, Sir,

Your obedient servant,

R. S. COOK,

Acting Crown Timber Agent.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Dues on Timber cut under License.	Dues on Permits.	Seizures, Dues and Fines for Trespass.	Miscellaneous.	Total.	Amounts collected at Head Office.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November				117 82 1 50			119 32	275 62	394 94
December				20 50 2 50			23 00		23 00
1887.									
January				331 05			331 05		331 05
February				16 00			16 00		16 00
March				13 00			13 00		13 00
April				325 91			325 91	250 00	575 91
May				83 27			83 27		83 27
June				413 94 29 00	8 10		451 04		451 04
July				86 10			86 10		86 10
August				78 69	11 33 14 64	0 03	104 69	1 00	105 69
September				113 35 80 22 146 90			340 47		340 47
October				213 72			213 72	319 12	532 84
				2,073 47	34 07	0 03	2,107 57	845 74	2,953 31
Amounts collected at Head Office	1 00	785 62		59 12					
	1 00	785 62		2,132 59	34 07	0 03			

Add $23.04, amount collected prior to 1st November, 1886, and received at Head Office subsequent to that date	23 04
	2,976 35
Deduct $213.72, amount collected prior to 31st October, 1887, but not received at Head Office until after that date	213 72
	2,762 63

CROWN TIMBER OFFICE, PRINCE ALBERT, 31st October, 1887,

R. S. COOK, *Acting Crown Timber Agent.*

SCHEDULE B.

SHOWING the Saw-Mills in the Prince Albert Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1887.

Name of Owner or Owner and Assignee.	Where situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Description of Timber.	Logs cut at.	Quantity of Lumber manufactured during the year ending the 31st October, 1887.	Quantity of Lumber sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of shingles manufactured during the year ending the 31st October, 1887.	Quantity of shingles sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Laths manufactured during the year ending the 31st October, 1887.	Quantity of Laths sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.
				Feet.				Ft., B.M.	Ft., B.M.	No.	No.	Bundles	Bundles.
*Moore & Macdowall	Prince Albert N.-W. T.....	Steam	75	35,000	1876	Spruce, pine and poplar....	Sturgeon River. ...	101,808	363,188	.....	336,000	.....	924

[PART I]

*Returns received up to 30th June, 1887.

R. S. COOK,
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1887.

SCHEDULE C.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Number.	Compared with previous year.	
		Increase.	Decrease.
Number of letters written	458	.....	175
do received	296	.....	86
do permits issued	177	.....	26
do seizures made	3	3	
do mill returns received	3		

R. S. COOK,
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1887.

BRITISH COLUMBIA CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 31st October, 1887.

SIR,—I have the honor to submit my annual statement of timber matters in the Province of British Columbia for the year ending 31st October, 1887, to which the following statements are attached, namely:—

"A." Statement showing amount of revenue from all sources.

"B." Statement of saw mills operating under Government license, together with the quantities of material manufactured and sold by each lessee respectively.

For the year just closed the revenue of my agency, from all sources, amounted to $15,141.47.

In statement No. 2 I have, for the purpose of giving the public outside of this Province as full and minute information as possible in relation to lumber matters in this Province, prepared a tabulated statement, giving the names of mill proprietors, location of mills, their capacity, description of timber, situation of their limits, &c.

Owing to the superiority in many respects of both our Douglass pine or fir and cedar, they are attracting the attention of wealthy lumbermen in both Eastern Canada and the Western States, who are anxious to obtain full information regarding timber matters in this Province. I have, therefore, every reason to believe that our almost exhaustless forests of virgin pine and cedar will very soon bow their majestic heads to the axe of the foreign capitalist.

The completion of our great national highway, the Canadian Pacific Railway, has already given an outlet for the better class of dressed Douglass pine and cedar eastward as far as Montreal, and also to Chicago and St. Paul, while dimension timber from 70 to 100 feet in length have found a market in Dayton, Ohio, and other places. These new outlets are exclusive of the well established markets of China, Japan, Australia and the South American Provinces, in which places the bulk of our sawn lumber has found an unlimited market for many years past at exceedingly remunerative prices.

Considering, therefore, the denudation of the Eastern Canada and Western United States forests, which is steadily going on, this Pacific Province must supply the ever increasing demand, and it is, therefore, only reasonable to look forward to a lumbering boom in this Province at an early day.

I may remark that the great bulk of the timber which is now annually cut is rom Provincial lands along the mainland coast, the dues on which, as well as that cut on Dominion lands near the coast, being at present merely nominal, equal to about 25 cents per M.

I have the honor to remain, Sir,

Your obedient servant,

T. S. HIGGINSON,

Dominion Crown Timber Agent for British Columbia.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Dues on Timber Cut under License.	Permit Fees and Dues.	Seizures, Dues and Fines for Trespass.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
November	700 00	10 00	260 33		15 05	985 38
December	2,300 00		82 22		111 95	2,494 17
1887.						
January		160 00	82 80	206 00	17 64	466 44
February		9 60				9 60
March	2,602 95	750 00	119 55	50 00	300 00	3,352 95 / 469 55 / 1,870 40
April	1,590 00	150 00	130 40			616 98
May	50 00	311 20	92 84		162 94	433 92
June		38 40	343 37		52 15	1,106 64
July		49 70	786 60	126 75	143 59	413 54
August		25 60	233 44		154 50	825 35
September	75 00	9 55	660 27	4 50	76 03	2,096 55
October	750 00	17 80	544 69		784 06	
	8,067 95	1,531 85	3,336 51	387 25	1,817 91	15,141 47

T. S. HIGGINSON,
Crown Timber Agent.

NEW WESTMINSTER, B.C., 31st October, 1887.

SCHEDULE B.

SHOWING the Saw Mills in the Crown Timber Agency at New Westminster, B.C., cu Timber under Government License, during the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee.	Where Mill situated.	Kind of Power.	Capacity per 12 hours.	Description of Timber.	Logs Cut at	Lumber.		Shingles.	
						Quantity manufactured during the year ending 31st Oct., 1887.	Quantity sold during the year ending 31st Oct. 1887.	Quantity manufactured during the year ending 31st Oct., 1887.	Quantity sold during the year ending 31st Oct. 1887.
			Feet.			Ft. B.M.	Ft. B.M.	No.	No.
Royal City Planing Mills Co....	New Westminster	Steam...	75,000	Pine, spruce and cedar.	Tps. 1 and 2, New Westminster Dist.	7,144,868	7,144,868		
W. C. McDougall	do ...	do ...	.....	do ...	do ...	705,774	705,774		
Brunette Saw Mill Co.	do ...	do ...	40,000	do ...	do ...	2,644,715	2,644,715		
Palliser Lumber Co	Palliser	do ...	20,000	do ...	Kicking Horse River.	435,121	435,121		
F. Robinson	Beaver	Water...	15,000	do ...	Beaver River and Quartz Creek.	275,000	275,000	137,000	137,000
W. H. Burr	Ladner's Landing....	Steam...	10,000	(Returns not received.)					
Totals.....	.....	.....	.....	.....	.....	11,205,478	11,205,478	137,000	137,000

T. S. HIGGINSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 31st October, 1887.

[PART I.]

No. 7.

ORDNANCE AND ADMIRALTY LANDS.

OTTAWA, 31st December, 1887.

SIR,—I have the honor to submit a report of the transactions of this Branch for the fiscal year ended 30th June, 1887.

The three schedules annexed, marked respectively A, B and C, exhibit in a summarised form, the monetary transactions during the year.

(A.) Statement of Sales.—The sales during the year have been few, the proceeds amounting to $11,512.43, of which sum $3,752.43 has been paid. In the city of Toronto, a triangular piece of land (66 by 200 feet) being the south-west corner of Wellington and Strachan Avenues was sold for $3,400. Lots Nos. 2 and 4, situate on the south side of King street (60 by 104½ feet, each) were sold for $2,160 and $2,820, respectively, and Lot No. 1 on the north side of Wellington Avenue (60 by 100 feet) for $1,320. In the Seigniory of Sorel 17 pieces of land forming portions of a gore of unconceded land lying between Concession Rhimbeault and Concession North, 1st River, Pot au Beurre, in the Parish of St. Victoire, comprising an area of 139 arpents and 56 perches, have been disposed of to the proprietors of the lots in front, the pieces of land mentioned being the "continuations" of their respective holdings, at the price and in accordance with the terms and conditions referred to in my report of last year. Amount realized $298.08. In the Township of Marlborough, Lots Nos. 19 and 20, of the Broken Front of the 1st Concession, comprising an area of about 43 acres, the greater part being submerged, were sold to the proprietor of the lots immediately in the rear, for $51. In the City of Ottawa, 8 lots and 1 half lot have, by the payment of $1,463.35, made by the respective lessees, been converted into freehold, in accordance with the terms and conditions of the original leases granted by the Principal Officers of Her Majesty's Ordnance.

(B.) Statement showing the several localities on account of which moneys have been received.

(C.) Statement of amounts received (monthly) during the fiscal year. Total receipts $21,761.27.

In the month of April last, the Ordnance property known as the "Government Farm" at Longueuil, sustained for the second time considerable damage from the prevailing flood. In my report of last year I referred to the partial destruction of the "Old Hugh House." This year a large portion of the farm house heretofore occupied by the lessee of the farm (Mr. M. Carmel) and his family has been demolished by the action of the ice, and the building rendered totally unfit for habitation. A commodious stone walled barn adjoining the farmhouse has been crushed, and can no longer be utilized as a granary and cattle shed.

Towards the close of the fiscal year surveys of the Ordnance properties known as the "Block House" site, comprising an area of about 23 acres, situate at Edmundston, in the County of Victoria, and part of Block "A," about 18 acres, in the town of Dalhousie, County of Restigouche, in the Province of New Brunswick, were commenced by Mr. H. H. Robertson, D.L.S.. under instructions from this Department. These surveys have since been completed, and the lands have been laid off into town and villa lots with a view to their being ultimately disposed of by sale at public auction.

A License of Occupation was granted in the month of December last to the Sault Ste. Marie Bridge Company of a portion ($3\frac{30}{100}$ acres) of St. Mary's Island, in the District of Algoma, to be used in the construction of a bridge by means of which the Canadian and United States railway systems would become connected. At Stamford, in the County of Welland, a part of the "Chain Reserve" and the slope to the water's edge of the Niagara River, in the vicinity of the Falls, has been leased to Messrs. Swinyard and Howard, for the purpose of a tramway and elevators, for a period of 20 years.

I have much pleasure in stating that since the close of the fiscal year a marked improvement in the receipts of this Branch has taken place, the amount received during the six months ended this day being $20,805.04 as against $13,025.56 received during the corresponding six months of last year, showing an increase of $7,779.48.

There are still a number of vacant lots situated in sundry localities, to wit: in the City of Ottawa, Kingston, Amherstburg, Fort Erie, Prescott, Sorel, Chambly, Quebec, Vespra, Edmundston and Dalhousie, the sales of which at a convenient season will greatly augment the receipts of this Branch.

During the year 570 letters were received, 681 letters written (including a number of lengthy reports), and upwards of 500 notices and statements of account prepared and forwarded to tenants and purchasers in arrears. 42 assignments were registered, 41 drafts of letters-patent prepared, and 3 leases made out. About 1,100 accounts open with the respective purchasers and tenants of Ordnance lands situated in the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, have been carefully kept in this office. The number of warrants issued during the year for the Bank of Montreal at Ottawa to receive money was 179.

It would be difficult, as I have already had occasion to remark, to present an accurate statement of the large amount of labor performed in this office, or description of the quality of that labor, embracing, as it does, the consideration of conflicting claims, errors in surveys, preparation of numerous and varied reports, &c., &c. The staff of this Branch consists of the officer in charge, a general clerk and a temporary clerk.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

A. M. Burgess, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

A.

STATEMENT of Sales made during the Fiscal Year ended 30th June, 1887.

Locality.	No. of Lots Sold or Redeemed.	Amount Sold for.	Amount Received.
		$ cts.	$ cts.
Ottawa	8½	1,463 35	1,463 35
Sorel Seigniory	17 (139 arp. 56p.)	298 08	298 08
Toronto	4	9,700 00	1,940 00
Marlborough Tp.	2	51 00	51 00
Totals		11,512 43	3,752 43

WILLIAM MILLS,
In charge of Ordnance and Admiralty Lands.

B.

STATEMENT showing the several Localities on account of which Moneys have been received during the Fiscal Year ended 30th June, 1887.

Locality.	Amount.	Locality.	Amount.
	$ cts.		$ cts.
		Brought forward	9,406 13
Amherstburg	1,247 23	Ottawa	8,803 08
Côteau du Lac	15 00	Oxford	4 80
Elmsley	9 70	Point Pelee	400 00
Fort Erie	146 35	Pittsburg	15 20
Kingston City	6,728 35	Quebec	22 56
Longueuil	525 00	St. Mary's Island	20 00
Marlborough	51 00	South River	10 00
Montreal	197 00	Sorel	903 30
Nepean	135 22	Sarnia	40 00
Nova Scotia	0 25	Toronto	2,045 60
New Brunswick	55 16	Wolford	20 40
Niagara	295 87	Registration Fees	70 20
Carried forward	9,406 13	Total	21,761 27

WILLIAM MILLS,
In charge of Ordnance and Admiralty Lands.

C.

STATEMENT of Receipts on account of Ordnance and Admiralty Lands for the Fiscal Year ended 30th June, 1887.

Date.	Registration Fees.	Rent or Interest.	Principal.	Total Amount.
1886.	$ cts.	$ cts.	$ cts.	$ cts.
July	31 40	432 22	410 34	873 96
August		396 18	780 00	1,176 18
September		402 90	2,525 24	2,928 14
October	17 40	508 71	1,298 18	1,824 29
November		2,261 55	3,256 11	5,517 66
December	5 20	223 83	476 30	705 33
1887.				
January	2 00	672 60	246 88	923 48
February		58 82	1,092 20	1,151 02
March	7 20	519 74	232 16	759 10
April		904 20	709 67	1,613 87
May	7 00	2,063 27	849 34	2,919 61
June		1,217 31	151 32	1,368 63
Totals	70 20	9,661 33	12,029 74	21,761 27

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st December, 1887.

No. 8.

ACCOUNTS.

OTTAWA, 29th December, 1887.

SIR,—I have the honor to submit the following report referring to the accounts of this Department for the year ending 31st October, 1887.

The steady increase in the business of this Department consequent upon the continued settlement of the Dominion lands in Manitoba and the North-West Territories and, latterly, in British Columbia, has caused a natural increase in the accounts of this Branch.

Four years' experience of the new system of keeping the accounts, inaugurated in July 1883, when I was appointed Accountant of this Department, has proven that the radical change then made has been a complete success and has met the wants of the Department. The satisfaction which our method of keeping the accounts has given to the Finance Department and to the office of the Auditor-General is an additional testimony to the efficiency of the staff of this Branch, which consists only of three permanent officers and three extra clerks.

Over 7,000 cheques were issued during the Departmental year in connection with the payments made for the different services under the control of this Department. A very large number of scrip notes were issued during the year on account of Manitoba and North-West half-breeds, original white settlers, military bounty, and also in favor of colonization companies. The payments made in connection with claims for losses caused by the Insurrection of half-breeds and Indians, the distribution of seed grain and the relief of distress in the North-West Territories, have caused a great deal of additional work in the Branch.

The total receipts for sale and rents of ordnance and admiralty lands for the Departmental year has been $27,133.28.

Hereto annexed you will find a detailed statement of receipts on account of Dominion lands showing the monthly revenue from all sources for the twelve months ending 31st October, 1887.

Gross revenue in cash	$188,487 76
Scrip redeemed and warrants located	241,331 48
Total	$429,819 24

I have the honor to be, Sir,

Your obedient servant,

J. A. PINARD,

Accountant.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

STATEMENT of Receipts on account of Dominion Lands, for the Year commencing 1st November, 1886, and ending 31st October, 1887.

Month.	Homestead Fees.	Pre-emptions.	Improvements.	General Sales of Lands.	Timber Dues.	Rents from Grazing Lands.	Royalty from Stone Quarries, Hay Permits, Mining Fees, &c.	Map Sales, Office and Registration Fees.	Inspection Fees, Interchange of Entries, &c.	Surveyors' Examination Fees.	Miscellaneous.	Totals.
1886.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
November	1,375 00	480 00	89 67	6,364 71	3,640 33	5,381 41	110 20	155 20	478 40	....	....	18,074 92
December	1,520 00	370 00	114 50	4,991 92	7,914 28	1,115 15	25 40	55 65	350 00	....	94 60	16,551 50
1887.												
January	1,990 00	520 00	105 63	6,623 06	3,083 07	734 87	324 35	169 94	600 00	....	....	14,150 92
February	760 00	270 00	156 00	2,574 72	5,745 66	1,472 81	113 40	77 50	380 00	10 00	....	11,560 09
March	1,200 00	317 93	183 00	4,789 54	7,706 79	1,040 60	81 60	61 50	630 00	170 00	10,350 00	26,530 96
April	1,930 00	610 00	184 50	2,184 69	4,581 59	187 61	118 50	128 50	630 00	....	....	10,555 39
May	2,000 00	580 00	142 75	2,756 88	2,972 06	582 23	39 20	223 75	660 00	....	....	9,955 87
June	2,009 00	900 00	456 50	2,863 62	1,867 38	228 99	87 80	141 10	900 00	30 00	....	9,484 39
July	1,871 00	650 00	129 00	4,341 01	7,093 10	273 85	425 01	148 25	868 53	....	106 70	15,906 45
August	1,880 00	505 00	109 31	5,067 46	5,985 75	153 85	542 30	96 75	525 00	80 00	....	14,945 42
September	1,835 00	510 00	227 85	3,005 10	6,706 28	82 40	122 25	77 25	955 00	....	....	13,521 13
October	1,770 00	330 00	212 25	3,021 75	20,575 62	275 00	40 70	160 40	865 00	....	....	27,250 72
	20,140 00	6,042 93	2,110 96	48,584 46	77,871 91	11,528 77	2,030 71	1,494 79	7,841 93	290 00	10,551 30	188,487 76
Scrip and Warrants	....	....	....	213,283 15	....	28,048 33	....	....	....	....	....	241,331 48
Grand Total	....	....	....	....	....	....	....	....	....	....	....	429,819 24

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 29th December, 1887.

APPENDIX A.

STATEMENT of Entries, affecting Dominion Lands, which were made at the Head Office and at the Agencies of the several undermentioned Colonization Companies, during the Year commencing 1st November, 1886, and ending 31st October, 1887.

Where Made.	Homesteads.		Pre-emptions		Special Grants.		Hudson's Bay Co.		C. P. Railway.		Manitoba & N. W. Railway.		Manitoba & S. W. Railway.		Totals.	
	No.	Acres.	No	Acres.	No	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
Head Office	.....	.....	.....	.....	42	7,246	6	47,054	326	125,235	65	52,001	34	10,804	173	242,340
Primitive Methodist Colonization Co	3	480	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	800
York Farmers' Colonization Co	13	2,080	6	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	3,040
Montreal and Western Colonization Co	2	320	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	640
Saskatchewan Land and Homestead Co.	44	7,040	30	4,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74	11,840
Totals	62	9,920	40	6,400	42	7,246	6	47,045	326	125,235	65	52,001	34	10,804	575	258,660

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
PATENT BRANCH, OTTAWA, 1887.

APPENDIX B.

ABSTRACT of Letters Patent covering Dominion Lands situated in Manitoba, the North-West Territories and British Columbia, issued from the Department of the Interior between the 1st of November, 1886, and the 31st of October, 1887.

No.	Nature of Grants.	1886-1887.		1885-1886.	
		Number of Patents.	Area in Acres.	Number of Patents	Area in Acres.
1	Homesteads	2,335	373,601	2,913	466,876
2	Sales	1,446	445,346	886	146,988
3	Half-breed allotments	174	41,760	185	44,400
4	Grants under Manitoba Act	76	6,768	82	7,864
5	Grants in commutation of right of common and cutting hay	39	3,437	89	6,983
6	Special grants	40	7,248	66	10,141
7	Hudson Bay Company grants	3	974	26	106,693
8	Canadian Pacific Railway Company grants	322	121,584	187	122,504
9	North-West half-breed grants	60	12,908	50	11,664
10	Coal land sales	3	605	10	2,346
11	Free wood lots	1	20	3	60
12	Vancouver Island Railway grants	6	653	59	8,816
13	Manitoba and North-Western Railway Company grants	51	43,972	12	6,559
14	Forest tree culture claims			1	160
15	School lands sales	1	40	1	1
16	Manitoba South-Western Colonization Railway Company	32	10,259		
17	North-West Coal and Navigation Company's grants	6	1,868		
18	Mining lands sales	4	321		
	Total	4,599	1,071,364	4,570	942,055

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

PART II.

DOMINION LANDS SURVEYS.

No. 1.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TECHNICAL BRANCH,
OTTAWA, 27th January, 1888.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit the following report of the operations of this branch of the Department of the Interior for the year 1887:—

As compared with former years, there has been a great decrease in the field work, most of which is now confined to British Columbia. In Manitoba and the North-West Territories the surveys are generally so far in advance of settlement that there would be no object in extending them further.

MANITOBA.

The operations in the Province of Manitoba consisted of the survey of block and township outlines, five sub-division contracts, one exploration, and the location of a public highway.

The block outlines survey is in charge of Mr. Edgar Bray. The work lies between Lakes Manitoba and Winnipeg, in the vicinity of the proposed line of the Hudson's Bay Railway, the object of the survey being to permit the sub-division of the lands as soon as they are required for settlement. Owing to the nature of the country it was thought advisable to wait till winter before commencing the work, and it is due to this circumstance that no report of progress has yet been received from Mr. Bray.

Mr. J. H. Brownlee was instructed to survey township outlines in the vicinity of Lake Dauphin. Unfortunately, as he was on his way to the lake, he met with a severe accident while loading a cart, and was incapacitated from work for several months. He was replaced by Mr. W. A. Small, D.L.S. I have not yet received any report from the latter, and I am unable to say what progress has been made.

Five sub-division contracts were given out as follows:—

Mr. J. W. Fitzgerald had the sub-division of Townships 13 and 14, Range 11, east of the Principal Meridian. These had not yet been surveyed when visited by the Inspector.

Mr. P. T. C. Dumais is to sub-divide Township 14, Range 10, and Township 13, Range 11, east of the Principal Meridian. The country being wooded, he was allowed to do the work during the present winter.

Mr. R. C. McPhillips surveyed a part of Big Island in Lake Winnipeg, and also completed some townships at the mouth of the Red River. He is still at work

At the request of the Commissioner of Dominion Lands, Mr. J. E Woods laid out wood lots in Townships 12, Ranges 12 and 13, west of the Principal Meridian. The survey has been satisfactorily completed, and the returns of the work received.

The last contract was given to Mr. Walter Beatty, and covered two townships adjoining Lake Dauphin. The work has been completed and the returns received. This section of the country is now attracting much attention. It is well wooded and watered, and the soil is excellent.

No accurate survey having ever been made of Lake Winnipegoosis, it was decided to send an exploratory party to do this. Mr. J. I. Dufresne was given charge of the

expedition. He was provided with two wooden canoes and a crew of four men. I regret to say that only the west side of the lake has been surveyed; when he reached the northern end, Mr. Dufresne had to return on account of cold weather. Beyond supplying an accurate plan of the lake, the exploration has not elicited any new information respecting the country.

Pursuant to a requisition of the Government of the Province of Manitoba, a survey of Main Street, Winnipeg, was made by Mr. Jos. Doupe, D.L.S., the object being to establish legally the boundaries of the street. Mr. Doupe was guided in his work by the city by-laws relating to the matter, and I am glad to say that the survey has proved satisfactory to all parties interested.

NORTH-WEST TERRITORIES.

The location of the public highways, as in former years, has formed an important part of our work. Hitherto the great difficulty that we had to contend with was the opposition of settlers to allowing the roads to cross their lands, and much of the surveyor's time was wasted in useless discussions. We have now arranged that our surveyor, or the Inspector of surveys, accompanied by a representative of the Lieutenant Governor, is to visit the settlers wherever difficulties are anticipated and complete arrangements with them before going on with the survey. This system has been found to work well and to save much trouble.

The trails in the vicinity of Calgary were surveyed by Mr. T. D. Green, and those near Prince Albert by Mr. J. L. Reid.

Five survey contracts were given out, as follows:—

Elzéar Boivin, three townships near Fort Pitt; work completed.

A. J. Brabazon, four townships north of Calgary; work completed.

C. A. Bigger, three townships north of Calgary; work completed.

R. C. Laurie, three townships north of Battleford; work completed.

G. E. MacMartin, sub-division of land on Pincher Creek; work completed.

All contracts this year were limited in amount to $2,000 each.

A re-survey by Mr. A. Sproat, of some townships sub-divided by Mr. F. Murphy, has been in progress for the last two years, and is now completed. The original survey was found defective and was not accepted.

Mr. Arthur St. Cyr is now surveying the boundaries of the Rocky Mountains Park at Banff. As might be expected from the nature of the ground, the progress of the work is very slow.

Mr. C. F. Miles has been engaged during the summer on the survey of the Mounted Police reserves in the Territories. The rations, assistance and transportation required for his work were furnished by the Mounted Police, from whom he obtained also all the information required concerning the reserves.

Mr. F. W. Wilkins was, at the request of the Methodist Church Missionary Society, detailed to survey the lands occupied by their missions. Most of these being close to or inside Indian Reserves, the assistance of the Indian Department was necessary in order to avoid complications with the Indians. Mr. Wilkins surveyed during the season the missions of Saddle Lake, Victoria and Morleyville.

BRITISH COLUMBIA.

Five survey parties were engaged on sub-division surveys in British Columbia. It is quite impossible to devise a system for making surveys by contract in such a country; so they are all made by surveyors paid by the day.

In New Westminster District, Mr. A. F. Cotton was engaged on sub-division and miscellaneous work during the summer; he was somewhat delayed by high water in the spring, and owing to the heavy timber near the coast could only make slow progress afterwards.

In Kamloops District, we had two sub-dividers, one on the north and the other on the south side of the Thompson River.

Mr. Jas. F. Garden was on the north side, and his work covered about the same ground as last year, consisting merely of the extension of former surveys. Similarly,

Mr. Thos. Fawcett, on the south side of the river, worked between Spence's Bridge and Little Shuswap Lake. As pointed out by them in their reports, the only industry of this district at the present time, is stock raising, notwithstanding the fact that, with irrigation, it is one of the most fertile parts of the Dominion. This state of affairs cannot be expected to last very long; as a consequence, the subject of irrigation is now attracting considerable attention. From the nature of their occupation Messrs Fawcett and Garden have been able to collect much valuable information on the subject, which will be found in their reports.

Further east, Mr. John McLatchie was sub-dividing in the valleys of the Eagle, Salmon, Spellamcheen and adjoining rivers. Since the completion of the Canadian Pacific Railway, a large number of settlers have come to this part of the country, principally to the Spellamcheen and the Okanagan valleys, where they are reported to raise magnificent crops.

Mr. P. R. A. Belanger had instructions to plant the section or quarter section corners nearest to the railway, from the summit of the Rocky Mountains westwards, the object being to furnish points of reference for any future surveys. He was also to survey the claims of squatters wherever found. He did this as far as Leanchoil, when it was found necessary to detail him to make a survey of a town site at Illecilliwaet. On completion of the latter, he resumed the former work and located the claims near Golden, Moberly, Donald and Revelstoke.

Mr. J. J. McArthur, who has already been employed on exploratory surveys in the mountains, was again at the same work this year, but on a somewhat different plan. In addition to the usual surveying instruments, he was supplied with a small camera, specially fitted for the purpose. It was intended that he should do the survey work as usual with the ordinary instruments, and plot the details of the plans from his photographs. He mapped in this way a part of the railway belt west of the summit of the Rocky Mountains.

Mr. W. S. Drewry was similarly engaged in New Westminster District; unfortunately, the smoke was so dense all summer that he could not commence work until September, or do more than a survey of Lake Harrison.

The plans of these explorations are now being prepared here, under my immediate supervision, and although they are not yet complete, I am glad to say that the results so far achieved fully confirm my anticipations. Instead of the rough and imperfect sketches which such explorations generally furnish, we will have, without extra cost and with but little extra office work, complete maps of the country, which, if made with the usual methods, would absorb very large sums of money.

These exploratory parties are quite inexpensive, consisting, as they do, of the surveyor, two men, and a few horses for transportation. The information which they procure is necessary for the extension of the regular surveys and for other purposes; in many cases, in the mountainous country, this is the only survey that will ever be made.

During the whole of the summer forest fires have been prevalent along the railway line in British Columbia; the smoke was a great impediment to surveying operations.

EXPLORATION OF THE PELLY OR YUKON RIVER

Until last year the part of the North-West Territories adjoining Alaska had never been visited by regularly organized parties under instructions from the Canadian Government, our information concerning the country being derived from reports of travellers or from foreign sources. The recent gold discoveries on the tributaries of the Pelly or Yukon River having directed the attention of the public to this region, it was decided to undertake a thorough examination of its resources. The expedition was in charge of Dr. Dawson, Assistant Director of the Geological Survey, and consisted of several parties, one of which, under Mr. Wm. Ogilvie, D.L.S., received instructions from this office. To the latter was particularly entrusted the task of mapping the river and approximately defining the point where the 141st Meridian intersects the Yukon River. This Meridian is the International

Boundary between Alaska and Canada. It was calculated that the time of the arrival of Mr. Ogilvie at the boundary would be so late in the fall that he could not make the necessary astronomical observations at that point, and be in time to return to the coast before the frost, so it was decided to let him winter there. An indirect advantage will be gained by enabling him to commence exploring earlier next summer, and to see places which he could not reach from here in one summer. He was provided with two large wooden canoes, built at Peterboro', each weighing about 100 pounds. Canvas decks could be fitted on for rough weather and removed for loading and unloading. The regular crew consists of two men in each canoe.

In June last he reached Chilkoot Inlet in Alaska and commenced his survey at one of the United States Coast Survey Stations. He then crossed Taiya Pass, a distance of 18 miles, to Lake Lyndeman the head of the Lewis River. Over this pass, at an altitude of nearly 4,000 feet, he had to transport his two canoes, his numerous astronomical and surveying instruments, some of them very heavy, and eighteen months' supplies for his party. With the help of Indians this was successfully accomplished. He now built a large boat for transporting the bulk of his supplies and continued the survey with the two canoes.

He will winter in the vicinity of Belle Isle. Next spring he will start for the mouth of the Mackenzie River by way of the Porcupine River and Fort Macpherson and ascend the Mackenzie to Fort Chipewayan, connecting with his own survey of the Peace and Athabasca Rivers.

It was proposed to make astronomical observations corresponding to those of Mr. Ogilvie, at two places, Kamloops and Ottawa, so that if anything interfered with the observations at one place, sufficient data could be obtained from the other one. Unfortunately, as will be seen from Mr. King's report, the weather at Kamloops was cloudy, and the arrangements for observing at Ottawa could not be carried out. The value of Mr. Ogilvie's astronomical work is therefore very problematical.

ASTRONOMICAL WORK.

The determination of latitudes and longitudes was in charge of Mr. W. F. King, Chief Inspector of Surveys, with Mr. O. J. Klotz as the other observer. The work had previously been brought east as far as Winnipeg and it was intended to connect this year with the Atlantic seaboard, without which connection no use can be made of the results so far obtained. I regret to say that the arrangements for effecting this connection could not be carried out, and the time of the observers had to be occupied in fixing the positions of Wapella, Kalmar and Port Arthur.

Mr. Ogilvie having taken with him one of our astronomical transits, a new one was ordered but did not arrive in time for the summer's work, so Mr. King had to take our large altazimuth.

The use of such an instrument for time observations is open to the objection that the direct measurement of the inclination and collimation errors is a troublesome process. These values may be obtained, as they have been by Mr. King, from the normal equations, but then these equations contain seven unknown quantities, a number which is not calculated to inspire confidence in the result. There are no proper arrangements here for making this direct determination, and Mr. King will have to go to one of our central observatories, Kamloops or Winnipeg, to do it.

Mr. King's report gives a very clear exposition of the methods and processes employed; the residual errors to which the results are liable are submitted to an able and thorough investigation.

In Mr. Klotz' report will be found a description of our telegraphic switch board; it has proved a great convenience.

INSPECTION AND CORRECTION OF SURVEYS.

This work is under the direction and supervision of Mr. J. S. Dennis, Inspector of Surveys. He had two fully equipped survey parties under Messrs. John McAree and A. Driscoll, and five sub parties, each consisting of a surveyor and one man. The

surveyors were Messrs. P. V. du Tremblay, T. C. Brownjohn, J. A. Kirk, N. R. Freeman and I. Traynor.

To the parties under Messrs. McAree and Driscoll devolved the more important survey operations and the examination of survey contracts. The sub-parties did the minor corrections, and were mainly engaged in removing river lot posts where it was deemed advisable to do away with this mode of sub-division and to revert to the regular sectional survey.

In June, 1887, a certain number of Mormons came overland from Utah, and settled in Township 3, Range 25, west of the 4th Initial Meridian. Mr. Dennis had occasion to go there during the summer, and being the first officer of the Department to visit the colony, he considered the subject of sufficient importance to report upon it. He describes them as very industrious and intelligent people, and states that, considering the short time they have been in the country, they have made wonderful progress.

OFFICE WORK.

This consists of the examination of the returns of survey, making or copying plans, calculations and compilations of various kinds, printing of plans, &c. Part of this is the direct outcome of the surveys made during the year, and would disappear entirely were the surveys to cease. The other part is connected with and increases in the same proportion as the general business of the Department. It is due to this cause that, notwithstanding the gradual decrease in field work of the last four years, there has been no perceptible decrease in our office work.

The correspondence consisted of:—

Letters received	1,111
Letters sent	1,520

The accounts examined and payments made were:—Accounts examined and passed, 232; amount of above accounts, $196,333.06; requisitions issued, 416; cheques forwarded, 914.

The following is a short synopsis of work performed in the draughting room:—

Number of plans received with corresponding field notes:—

Sub-division	242
Outlines	5
Road surveys	35
Settlements	3
Correction and inspection	122
Miscellaneous	9
Statutory declarations received	170
Number of plans examined	243
New plans compiled from returns of different surveyors	34
Plans plotted from field notes	2
Plans completed for printing	101
Proofs examined	62
Progress sketches of surveys received and filed	70
Copies of township plans made by hand	151
Miscellaneous plans, sketches and diagrams made	60
Miscellaneous tracings	64
Reduced copies of township plans, ½ mile to an inch	218

A map of the New Westminster District, B.C., was compiled and printed on a scale of 2½ miles to an inch.

A map of the railway belt in British Columbia on a scale of 6 miles to an inch was also prepared and printed.

A schedule of lands surveyed was prepared for notification to the Hudson's Bay Company.

In addition to the above, a considerable amount of work which cannot easily be classified, was performed, including the copying of field notes and reports, preparing contracts and instructions for surveyors, with the sketches accompanying them, descriptions of parcels of land for patents, &c.

A small map of Canada, for the use of this office, has been compiled and printed. It is drawn on a peculiar projection which is free from distortion and permits direct measurement on the map of distances, directions or areas.

In the lithographic office the work has been as follows:—

	No. of Copies Printed.
53 township plans	2,650
55 maps	26,176
99 circulars, blank forms, &c	58,607
Total	87,433

The number of copies of each edition being very limited, generally from 50 to 100, only hand presses are used. Considering that most of the plans and maps are printed in four and five colors, the number of prints made shows that the men's time has been well occupied.

The use of photography on the surveys and for copying, enlarging or reducing plans, necessitated the employment of a photographer: Mr. H. N. Topley was selected. It was thought that he would have ample time to do what was required, but it was soon found that the work far exceeded our anticipations. It is sufficient to say that during the few months he has been employed, he developed over six hundred negatives and made about the same number of prints, besides miscellaneous work. Part of this was for the Geological Survey. The want of proper quarters has been a serious drawback, but as we are soon to move into new quarters, it was not considered advisable to incur the expense of fitting up a place for a few months only.

BOARD OF EXAMINERS OF DOMINION LAND SURVEYORS.

The Board has suffered a loss in the person of the late Surveyor General, Mr. Lindsay Russell, who resigned his membership on account of ill health. To Mr. Russell is, in a great measure, due the present efficiency of the Board, and more especially the creation of the Dominion Topographical Surveyors' examination. Having been connected with the surveys of Dominion Lands since their inception, Mr. Russell was better able than anyone else to judge of the qualifications required in a Dominion Land Surveyor, and the loss of his services will be seriously felt. He was replaced by Mr. O. J. Klotz, Dominion Topographical Surveyor, of Preston, Ontario.

It having come to the knowledge of the Board that the Board of Examiners of Land Surveyors for the Province of Quebec had for some years ceased to reciprocate the privilege conceded to Provincial Land Surveyors by clause 109 of the Dominion Lands Act, of receiving a commission as Dominion Land Surveyor without being subjected to any examination except as regards the survey laws of the Dominion, the Board, as directed by the said clause, has ceased to grant this privilege to Land Surveyors of the Province of Quebec.

Meetings of the Board of Surveyors were held at Ottawa in February and August, 1887.

The following gentlemen having passed the requisite examinations were granted commissions as Dominion Land Surveyors:—

Examined at Ottawa:—

A. Driscoll, Aylmer, Que.
J. W. Tyrrell, Weston, Ont.
H. Irwin, Montreal, Que.

H. M. Burwell, London, Ont.
J. D. A. Fitzpatrick, St. Ambroise de Kildare, Que.
J. B. Saint Cyr, Ste. Anne de la Pérade, Que.
A. Saint Cyr, Ste. Anne de la Pérade, Que.

Examined at Winnipeg before Mr A. H. Whitcher, a member of the Board :—
J. H. Brownlee, Winnipeg, Man.
J. A. Cadenhead, Morris, Man.

Examined at New Westminister before me :—
J. Strathern, Vancouver, B. C.
J. McKenzie, New Westminster, B. C.

Preliminary certificates were granted to :—
J. H. Antliff, Montreal, Que.
C. Byng Hall, Ottawa, Ont.

Mr. L. B. Stewart, D. L. S., of Banff, Alberta, passed the prescribed examination and received a commission as Dominion Topographical Surveyor.

The correspondence of the Board of Examiners amounted to :—

Letters received	241
Letters sent	820

APPENDICES.

The following documents are appended :—

1. Schedule showing Dominion Land Surveyors employed during the year.
2. Reports of the Chief Inspector of Surveys, and the Inspector of Surveys, and the Surveyors in charge of parties.
3. Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honor to be Sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

SCHEDULE showing Dominion Land Surveyors employed during the Year ending 31st October, 1887.

Surveyor.	Province.	Description of Survey.
Bélanger, P. R. A....	L'Islet, Que.....	Sub-division of Townships in the vicinity of the Columbia River, B.C.
Bray, Edgar.....	Oakville, Ont..	Survey of block outlines between Lakes Winnipeg and Manitoba.
Brownlee J. H.....	Brandon, Man.....	Survey of outlines near Lake Dauphin.
Beatty, Walter.....	Delta, Ont	Sub-division of Township 24, in Range 18, and part of Township 24, in Range 16, west of the Principal Meridian.
Boivin, E.....	Bagotville, Que.....	Sub-division of Township 51, in Range 24; Townships 53, in Ranges 25, 26 and 27, west of the 3rd Initial Meridian.
Bigger, C. A.....	Ottawa, Ont.....	Sub-division of Townships 29, 30 and part of 31, in Range 4, west of the 5th Initial Meridian.
Brabazon, A. J.	Portage du Fort, Que	Sub-division of Townships 29, 30 and 31, in Range 3, west of the 5th Initial Meridian.
Cotton, A. F.	Ottawa, Ont.....	Sub-division of Townships in New Westminster District, B.C.
Drewry, W. S.....	Belleville, Ont	Topographical survey of the Rocky Mountains.
Doupe, Joseph.....	Winnipeg, Man.....	Survey of Main Street, Winnipeg.
Dufresne, J. I.....	Montmagny, Que.....	Exploration survey, Lake Winnipegoosis.
Dumais, P. T. C	Hull, Que.....	Sub-division of Township 14, in Range 10, and Township 13, in Range 11, east of the Principal Meridian.
Dennis, J. S...	Aylmer, Que.....	Supervision of inspection and correction of surveys.
McAree, John	Toronto, Ont.	Inspection and correction of surveys.
Driscoll, A..... ...	Aylmer, Que	do do
DuTremblay, P. V....	Ste. Anne de la Pérade, Que.	(Sub-party) do
Brownjohn, T. C.....	Granby, Ont	do do
Kirk, J. A.....	Stratford, Ont	do do
Freeman, N. R.....	Milton, N.S	do do
Traynor, I.....	Dundalk, Ont.....	do do
Fawcett, Thos.....	Gravenhurst, Ont. ...	Sub-division of Townships, Kamloops District, B.C., south of Thompson River.
Fitzgerald, J. W.....	Peterboro', Ont.....	Sub-division of Townships 13 and 14, in Range 11, east of the Principal Meridian.
Garden, Jas. F.....	Vancouver, B.C... ...	Sub-division of Townships, Kamloops District, B.C., north of Thompson River.
Green, T. D.....	Brantford, Ont	Survey of Trails, McLeod to Blackfoot Crossing, and the Trail running along the Bow River, near Calgary.
Klotz, O. J.....	Preston, Ont.....	Longitude determinations.
Laurie, R. C.....	Battleford, N.W.T....	Sub-division of Township 43, in Range 15, and Townships 46, in Ranges 15 and 16, west of the 3rd Initial Meridian.
Miles, C. F.....	Walkerton, Ont..... .	Survey of Mounted Police Reserves.
McLatchie, John.....	Ottawa, Ont.....	Sub-division of Townships, Spellamacheen District. B.C.
McArthur, J. J	Aylmer, Ont...	Topographical survey of the Rocky Mountains.
McPhillips, R. C	Winnipeg, Man.....	Sub-division of fractional Townships 23 and 24, in Ranges 5 and 6; fractional Townships 15 and 16, in Range 5, east of the Principal Meridian.
MacMartin, G. E.....	St. Andrews, Que ...	Sub-division of Townships 5 and 6, Range 25; Township 5, in Range 26; east ½ Township 7, in Range 25; south ½ Township 4, Range 29, west of the 4th Initial Meridian; and parts of Townships 4, 5 and 6, in Range 1, west of the 5th Initial Meridian.
Ogilvie, W.....	Ottawa, Ont.....	Exploratory survey of Yukon River District.
Reid, J. Lestock	Port Hope, Ont.	Survey of part of Qu'Appelle and Prince Albert Trail, &c.
Robertson, H. H..... .	St. Thomas, Que	Survey of Ordnance Lands.
Sproat, Alex..... ...	Prince Albert, N.W.T	Re-survey of Townships 45, 46 and 47, in Range 4; and Township 46, in Range 5, west of the 3rd Initial Meridian.
Small, W. A.....	Oak Point, Man.....	Survey of outlines near Lake Dauphin.
St. Cyr, Arthur.....	Quebec, Que	Survey of boundaries of Rocky Mountains Park.
Wilkins, F. W.....	Norwood. Ont	Survey of Methodist Mission Reserves.
Woods, J. E	Aylmer, Que.....	Sub-division of Townships 12, in Ranges 12 and 13, west of the Principal Meridian.

No. 2.

REPORT OF W. F. KING, CHIEF INSPECTOR OF SURVEYS.

Determination of Latitudes and Longitudes.

Department of the Interior,
Technical Branch,
Ottawa, 31st December, 1887.

Sir,—I have the honor to submit my report upon the astronomical work performed during the past season, in continuance of the system of telegraphic longitude determinations inaugurated in 1885. The observers on this work were Mr. Otto J. Klotz and myself.

At the beginning of the season some delay occurred through the necessity of procuring a chronometer to replace one of those used last year, which had been taken by Mr. Ogilvie on his exploratory expedition. On this account we were unable to leave Ottawa for Winnipeg before the 23rd May, thus losing much time in a season of the year very favorable for observations.

Our observatory at Winnipeg is situated on the east side of Main street a short distance north of the C. P. R. track. It has been connected with the Dominion Lands Surveys by a triangulation from one of the stations of the Special Survey triangulation of 1874.

At this point Mr. Klotz and I set up our instruments side by side and observed during two nights for the difference of our "personal equations."

During the season the differences of longitude from Winnipeg of Wapella, Port Arthur, and Kalmar, all on the C. P. R. main line were determined; Mr. Klotz occupying these stations in succession, while I remained at Winnipeg to take the corresponding observations there.

After the completion of the Kalmar observations Mr. Klotz returned to Winnipeg where further observations for personal equation on the 9th, 10th and 12th October completed our season's work, the approach of cold weather rendering it inadvisable to continue work requiring the utmost available precision.

I then went to Kamloops, British Columbia, to carry out a programme of lunar observations as previously arranged with Mr. Ogilvie, to enable him to get as accurately as possible the longitude of some point on the Yukon River upon which to tie his survey.

I have but lately returned from Kamloops, and have not had time to work out many of my observations, and but few results can therefore be given.

I shall now describe the methods and instruments used in this work, first saying a few words on the theory of longitude determinations.

The difference of longitude of two places is the angle between their meridian planes. The uniform revolution of the earth about its axis at the rate of 360° in 24 hours, or 15° in one hour, gives an accurate measure of this angle, the difference of longitude between two places being equal to the difference of their local times.

To determine then this difference of longitude, there must be an observer at each place, provided with a chronometer, and an instrument with which he can determine its error on local time; and secondly, means must be provided by which the chronometers can be compared.

The error of the chronometer is found by comparing the time recorded by it when a star crosses the meridian, with the true time of passage of the star. The latter is tabulated in the Nautical Almanac under the heading of "right ascension."

The observation of the moment of the stars crossing the meridian is made with a transit instrument. This instrument consists of a telescope mounted at right angles to a horizontal axis, which terminates in two cylindrical pivots, resting upon $\vee$ shaped supports on a strong frame. In the field of view of the telescope is fixed a system of fine parallel threads which are seen distinctly with the image of the star, and over which the instant of transit of the star's image can be accurately noted.

The telescope then being placed so as to revolve in the plane of the meridian, it is only necessary to note the time by the chronometer at which the star passes the centre thread. The difference of this time from the star's right ascension is the correction of the chronometer.

This supposes the instrument to be in perfect adjustment, a condition never fulfilled in practice. The errors of adjustment of the transit instrument are:

(1.) The deviation in azimuth, the angle by which the horizontal axis deviates from an exactly east and west position.

(2.) The error of inclination, by which the axis deviates from a perfectly horizontal position.

(3.) The error of collimation, or deviation of the straight line joining the optical centre of the object-glass with the centre of the system of parallel threads from perpendicularity to the axis.

The effect of each of these errors upon the time of transit differs for different stars. Their angular amounts being first found, these effects are computed, and applied to the time of passage over the *instrumental* meridian, thus giving the time of transit over the true meridian. The azimuthal deviation is found by star observations, the error of inclination directly by the use of the spirit level, and the error of collimation by observing a terrestrial object or a slow moving star in the direct and reversed positions of the instrument, reversal being effected by turning the axis end for end in the $\vee$'s. Or, the latter error may be found along with the error of azimuth by solution of the observation equations of a number of stars taken in both positions of the instrument, as will be shown below.

The angular values of the three errors being denoted by a, b and c, respectively expressed in seconds of time, their effects on the times of transit are Aa, Bb, and Cc, where $A = \sin(\phi - \delta) \sec \delta$, $B = \cos(\phi - \delta) \sec \delta$, $C = \sec \delta$, ϕ being the latitude of the place and δ the declination of the star.

If then α be the right ascension of the star, τ the chronometer time, and $\triangle\tau$ its correction, the observation equation is

$$\triangle\tau + Aa + Bb + Cc = \alpha - \tau$$

b, and therefore Bb being known by the sliding level, this equation contains three unknowns, $\triangle\tau$, a, and c, which can be found from three such equations by the ordinary algebraic solution, or from a greater number by combination according to the method of least squares.

This is the method used with the portable transit instruments supplied to our observers in 1885 and 1886, one of which was again used by Mr. Klotz in his observations this year. The other one was taken by Mr. Ogilvie on the Yukon River expedition.

Another instrument of this kind not being procurable on short notice, I was obliged to fall back upon an instrument of a different pattern, an altazimuth which Mr. Russell had constructed some years ago for triangulation work. This instrument I used as a transit instrument, but its theory presents some points of difference from that of the ordinary transit instrument.

It is an altitude and azimuth instrument having a horizontal limb 17 inches in diameter, read by two microscopes to 1", and an 18-inch vertical circle, read by 4 microscopes each to 1". The telescope of $3\frac{1}{4}$ inches aperture, and 36 inches focal length is, in order to avoid unnecessary height and consequent instability, attached to one end of the axis beyond the standard. The value of one division of the strid-

ing level is 1″·38 or 0s·092. The upper or revolving horizontal plate is supported on the lower by three small rollers attached to the upper plate and running on the rim of the lower plate. The two plates are clamped together by means of a collar clamp on the short central axis. For very firm clamping during transit observations, there is an arrangement for clamping the rollers. This, however, I found unnecessary, as the instrument when the collar clamp only is applied has, owing to its weight, remarkable stability in azimuth. The whole instrument is supported on a well-braced tripod with a brass head.

The instrument when clamped in the meridian is used for transits in the usual way, but from the position of the vertical circle microscopes, it is impossible to reverse the axis end for end, which process, in the ordinary transit instrument, gives the collimation error with opposite sign without changing the azimuth. Reversal of the collimation must therefore be performed by revolving the horizontal plate of the instrument 180°, resetting by means of the reading microscopes. This however, cannot be done with perfect accuracy and necessarily changes the azimuth.

There exists moreover in this instrument a large inequality of pivots, whereby the striding level reading of the inclination of their surfaces does not give the true inclination of the axis of revolution which is the line joining the centres of the pivots. This error which is found in the transit instrument directly by striding level readings in the two positions of the axis in this instrument can only be found indirectly. There is also a flexure of the axis, caused by the weight of the eccentric telescope. This has the same effect as an inequality of pivots. The combined flexure and inequality of pivots, if not directly determined by proper methods, enters into the observation equations as an unknown level error, so that in working out the observations, the term Bb must be retained.

One night's observations usually consisted of twenty stars, five in the position telescope east, then five telescope west, then five again telescope west, and five telescope east. The observations of each star are reduced to the mean thread, and corrected for the rate of the chronometer to one instant, and for the inclination of the axis as given by the striding level, and for approximate values of the azimuthal deviation, inequality of pivots, collimation error and chronometer correction. We have then for determining the resident errors of azimuth, level, collimation and chronometer correction, for each star an observation equation:

$$Aa+Bb+Cc+\delta\tau=d.$$

If the star has not been observed over all the threads, a weight correction should be applied. Five threads making a perfect observation, I used weights, $p=0\cdot9$, $0\cdot8$, $0\cdot64$, and $0\cdot4$, for four, three, two and one thread respectively. The equation then becomes:

$$pAa+pBb+pCc+p\delta\tau=pd.$$

For each set of five stars there is a different a, so that there are seven unknowns a_1, a_2, a_3, a_4, b, c, $\delta\tau$ to be determined from the twenty equations. b and c have opposite signs for telescope east and telescope west, so that B and C are given negative signs for telescope west.

Multiplying each equation by the coefficient of a in it and adding we obtain the normal equation in a, similarly for the other unknowns.

The normal equations then are:

(1) $[pA_1^2]a_1 + [pA_1B]b + [pA_1C]c + [pA_1]\delta\tau = [pA_1d]$

(2) $[pA_2^2]a_2 + [pA_2B]b + [pA_2C]c + [pA_2]\delta\tau = [pA_2d]$

(3) $[pA_3^2]a_3 + [pA_3B]b + [pA_3C]c + [pA_3]\delta\tau = [pA_3d]$

(4) $[pA_4^2]a_4 + [pA_4B]b + [pA_4C]c + [pA_4]\delta\tau = [pA_4d]$

(5) $[pA_1B]a_1 + [pA_2B]a_2 + [pA_3B]a_3 + [pA_4B]a_4 + [pB^2]b + [pBC]c + [pB]\delta\tau = [pBd]$

(6) $[pA_1C]a_1 + [pA_2C]a_2 + [pA_3C]a_3 + [pA_4C]a_4 + [pBC]b + [pC^2]c + [pC^2]\delta\tau = [pCd]$

(7) $[pA_1]a_1 + [pA_2]a_2 + [pA_3]a_3 + [pA_4]a_4 + [pB]b + [pC]c + [p]\delta\tau = [pd]$

In the calculation of the coefficients of these equations, it is necessary to find for each star thirteen quantities viz., $A, B, C, d, A^2, B^2, C^2, BC, CA, AB, Ad, Bd, Cd$, which are set down in thirteen columns, each quantity being multiplied by the weight of the observation. These columns summed give the coefficients of the normal equations. Any column containing A, as a factor, *i. e.*, A, Ad, A^2, AB, AC, must be summed separately for each set of five stars.

The normal equations are then solved by the method of substitution, *i. e.*, equation (1) is divided throughout by the coefficient of a_1, $[p\,A_1^2]$, and multiplied by $[p\,A^1\,b]$ and then subtracted from equation (5) thereby eliminating a^1, from that equation. Then equation (2) is divided by $[p\,A_2^2]$ and multiplied by $[p\,A_2\,B]$ and subtracted from the remainder of equation (5). Similarly the equations (3) and (4) are divided each by the coefficient of a_3 and a_4 in it and multiplied by the coefficients of these quantities in equation (5) and subtracted from (5). We thus get in place of equation (5) an equation clear of the unknowns a_1, a_2, a_3, and a_4 and containing only b, c, and $\delta\tau$ as unknowns.

Equations (6) and (7) are treated similarly, and we then have three equations each containing b, c, and $\delta\tau$. Successive operations of the same kind eliminate b and c and give the value of $\delta\tau$.

Substituting this value in the last equation but one, which involves c, and $\delta\tau$, we have the value of c, thence by successive substitutions we obtain all the unknowns b, a_1, a_2, a_3, a_4. Each of these should be found from the equation in which its coefficient is greatest, and then we have a final check on the whole by substituting the values found for all the unknowns in the normal equation in $\delta\tau$ (No. 7), which ought to reduce to an identity.

For the sake of readiness in the computation the successive coefficients of the unknowns are placed in columns, and a check on the work is carried through by placing in an additional column, the sum of the coefficients of each equation with its sign changed, which sum is subjected to the same processes of multiplication, division and subtraction as the other coefficients of the equation, so that at each stage of the process the sum of the quantities in a line must be zero, if no arithmetical mistake has been made. For the sake of illustration, I subjoin the working out after this method of observations taken at Winnipeg on 4th October, 1887. There are seventeen stars this night in four sets. One or two of the transits were defective, rendering necessary the application of weights. The column headed τ is the chronometer time of transit over mean thread, corrected for rate, and for approximate azimuth, inclination, and flexure errors a is the star's right ascension, then $\alpha - \tau$ gives approximate chronometer correction. Taking $-4^h\,02^m\,59^s{\cdot}204$ as a near approximation to the actual chronometer correction at the time $2^h\,00^m\,00^s$, to which time the observations have been corrected for the rate, the differences between $4^h\,02^m\,59^s{\cdot}204$ and the quantities $\alpha - \tau$ are tabulated in the column d. The star numbers in the first column refer to the Berliner Jahrbuch from which the stars' right ascensions are taken.

COMPUTATION of Transit Observations, Winnipeg,

Star No.	Position of Telescope.	T	α	$\alpha-\tau$	p	pd	pA	pB
		h. m. s.	h. m. s.	h. m. s.				
289	E	0 21 11·150	20 18 12·305	—4 02 58·845	1·0	+0·359	+0·227	+1·284
290	E	31 49·656	27 50·887	58·769	1·0	+0·435	+0·641	+0.792
293	E	37 24·135	34 25·417	58·718	1·0	+0·486	+0·586	+0·856
298	E	44 39·162	41 40·480	58·682	1·0	+0·522	+0·338	+1·151
508	E	53 46·327	50 47·692	58·635	1·0	+0·569	—3·884	+6·167
Sums...							—2·092	
510	W	1 10 48·749	21 07 48 824	59·925	1·0	—0·721	—2·183	—4·145
512	W	19 53·680	16 53·912	59·768	1·0	—0·564	+0 539	—0·912
514	W	35 27·767	32 27·767	59·492	1·0	—0·288	+0·227	—1·284
309	W	41 40·352	38 40·566	59·768	0·9	—0·508	+0·595	—0·693
Sums...							—0·822	
329	W	3 02 10·309	22 59 10·677	59·632	1·0	—0·428	+0·597	—0·843
535	W	26 28·850	23 23 29·189	59·661	0·64	—0·292	+0·401	—0·518
334	W	37 50·622	34 51·230	59·392	1·0	—0·188	—2·026	—3·959
538	W	49 46·872	46 47·304	59·568	1·0	—0·364	+0·549	—0·901
Sums...							—0·479	
3	E	4 10 26·793	0 07 27·976	58·817	1·0	+0·387	+0·598	+0·843
9	E	36 19 406	33 20·503	58·903	1·0	+0·301	+0·389	+1·090
11	E	44 22·996	41 24·099	58·897	1·0	+0·307	+0·479	+0·979
344	E	56 51·326	53 52·158	59·168	0·9	+0·032	—6·936	+9·637
Sums...					16 44	+0·045	—5·470	+9·544

4th October, 1887, W. F. King, Observer.

pC	pAd	pBd	pCd	pA^2	pB^2	pC^2	pAB	pAC	pBC
+ 1·303	+0·083	+ 0·461	+ 0·468	+ 0·051	+ 1·649	+ 1·698	+ 0·291	+ 0·296	+ 1·673
+ 1·019	+0·279	+ 0·345	+ 0·443	+ 0·411	+ 0·627	+ 1·038	+ 0·508	+ 0·653	+ 0·807
+ 1·038	+0·285	+ 0·416	+ 0·504	+ 0·343	+ 0·733	+ 1·077	+ 0·502	+ 0·608	+ 0·889
+ 1·200	+0·176	+ 0·601	+ 0·626	+ 0·114	+ 1·325	+ 1·440	+ 0·389	+ 0·406	+ 1·381
+ 7·288	−2·210	+ 3·509	+ 4·147	+15·085	+ 38·032	+ 53·115	−23·953	−28·307	+ 44·945
.....	−1·387	.....	.....	+16 004	....	.....	−22·263	−26·344	
− 4·685	+1·574	+ 2·988	+ 3·378	+ 4·765	+ 17·181	+ 21·949	+ 9·049	+10·227	+ 19·419
− 1·060	−0·304	+ 0·514	+ 0·598	+ 0·290	+ 0·832	+ 1·124	− 0·492	− 0·571	+ 0·967
− 1·303	−0·065	+ 0·370	+ 0·375	+ 0·051	+ 1·649	+ 1·698	− 0 291	− 0·296	+ 1·673
− 0·912	−0·336	+ 0·391	+ 0·515	+ 0·393	+ 0·534	+ 0·923	− 0·458	− 0·603	+ 0·702
.....	+0·869	.....	.....	+ 5·499	.....	....	+ 7·808	+ 8·757	
− 1·033	−0·256	+ 0·361	+ 0·442	+ 0·356	+ 0·711	+ 1·067	− 0·503	− 0 617	+ 0 871
− 0·655	−0·183	+ 0·236	+ 0·299	+ 0·251	+ 0·419	+ 0·669	− 0·324	− 0·410	+ 0·530
− 4·447	+0·381	+ 0·744	+ 0·836	+ 4·105	+ 15·674	+ 19·776	+ 8·021	+ 9 010	+ 17·606
− 1·054	−0·200	+ 0·328	+ 0·387	+ 0·301	+ 0·812	+ 1·111	− 0·495	− 0·579	+ 0·950
.....	−0·258	.....	....	+ 5·013	.....	.....	+ 6·699	+ 7·404	
+ 1·033	+0·231	+ 0·326	+ 0·400	+ 0·358	+ 0·711	+ 1·067	+ 0·504	+ 0·618	+ 0·871
+ 1·158	+0·117	+ 0·328	+ 0·349	+ 0·151	+ 1·188	+ 1·341	+ 0·424	+ 0·451	+ 1·262
+ 1·092	+0·147	+ 0·301	+ 0·335	+ 0·229	+ 0·958	+ 1·192	+ 0·469	+ 0·523	+ 1·069
+11·874	−0·247	+ 0·343	+ 0·422	+53·458	+103·195	+156·650	−74 274	−91·510	+127·144
+11·856	+0·248	+12·562	+14·524	+54·196	+186·230	+266·935	−72·877	−89·918	+222·759

The partial sums of the columns containing A as a factor and the total sums of the other columns are the coefficients of the normal equations.

Hence applying them as in the formula above given we have the normal equations :

(1) $+ 16.004\, a_1 \quad -22{\cdot}263\, b - 26{\cdot}344\, c - 2\,092\, \delta\tau = -1{\cdot}387$

(2) $+ 5{\cdot}499\, a_2 \quad + 7{\cdot}808\, b + 8{\cdot}757\, c - 0{\cdot}822\, \delta\tau = +0{\cdot}869$

(3) $+ 5{\cdot}013\, a_3 \quad + 6{\cdot}699\, b + 7{\cdot}404\, c - 0{\cdot}479\, \delta\tau = -0{\cdot}258$

(4) $+ 54{\cdot}196\, a_4 - 72\,877\, b - 89{\cdot}918\, c - 5{\cdot}470\, \delta\tau = +0{\cdot}248$

(5) $-22{\cdot}263 a_1 + 7{\cdot}808 a_2 + 6{\cdot}699 a_3 - 72{\cdot}877 a_4 + 186{\cdot}230 b + 222{\cdot}759 c + 9{\cdot}544\, \delta\tau = +12{\cdot}562$

(6) $-26{\cdot}344 a_1 + 8{\cdot}757 a_2 + 7{\cdot}404 a_3 + 89{\cdot}918 a_4 + 222{\cdot}759 b + 266{\cdot}935 c + 11{\cdot}856\, \delta\tau = +14{\cdot}524$

(7) $2{\cdot}092\, a_1 - 0{\cdot}822\, a_2 - 0{\cdot}479\, a_3 - 5{\cdot}470\, a_4 + 9{\cdot}544\, b + 11{\cdot}856\, c + 16{\cdot}440\, \delta\tau = +0{\cdot}045$

The solution of these is as follows :—

Solution of the Normal Equations of 4th October, 1887.

Reference numbers.	a_1	a_2	a_3	a	b	c	$\delta\tau$	e	Check.
I	−22·263	+7·808	+6·699	−72·877	+186·230	+222·759	+9 544	+12·562	−350·462
II	+16·004				− 22·263	− 26·344	−2·092	− 1·387	+ 36·082
III	+22·263				− 30·9698	− 36·6469	−2·9102	− 1·9294	+ 50·1933
IV		+7·808	+6·699	−72·877	+155·2602	+186·1121	+6·6338	+10·6326	−300·2687
V		+5·499			+ 7·808	+ 8 757	−0·822	+ 0·869	− 22·111
VI		−7·808			− 11·0866	− 12·4340	+1·1672	− 1·2339	+ 31·3953
VII			+6·699	−72·877	+144·1736	+173 6781	+7·8010	+ 9·3987	−268·8734
VIII			+5·013		+ 6 699	+ 7·404	−0·479	− 0·258	− 18·379
IX			−6·699		− 8·95205	− 9·8942	+0·6401	+ 0·3448	+ 24·5603
X				−72·877	+135·22155	+163·7839	+8·4411	+ 9 7434	−244·3131
XI				+54·196	+ 72·877	− 89·918	−5·470	+ 0·248	+113·821
XII				+72·877	− 97·99722	−120·9121	−7·3555	+ 0·3335	+153·0544
XIII					+ 37·2243	+ 42·8718	+1·0856	+10·0769	− 91·2587

Here in line I are entered the coefficients of normal equation (5), and of equation (1) in line II. Line III $=$ — II $\div$ 16·004 $\times$ 22·263, and line IV $=$ line I $+$ line III. Line V $=$ equation (2), from which VI is got by division by 5·499 and multiplication by 7·808, changing the signs. VII is the sum of IV and VI.

By repetition of this process we obtain at last line XIII, which is equivalent to the equation:

$$37{\cdot}2243\ b + 42{\cdot}8718\ c + 1{\cdot}0856\ \delta\tau = + 10{\cdot}0769.$$

By an exactly similar process with equation (6) we get an equation:

$$42{\cdot}8718\ b + 49{\cdot}5045\ c + 1{\cdot}3534\ \delta\tau = + 11{\cdot}6495$$

And by treatment of equation (7) we get

$$+ 1{\cdot}0856\ b + 1{\cdot}3534\ c + 15{\cdot}4458\ \delta\tau = - 0{\cdot}0060$$

From these three equations c is eliminated by a process similar to the above, giving us two equations:

$$+ 0{\cdot}09657\ b - 0{\cdot}08648\ \delta\tau = - 0{\cdot}01179$$
$$- 0{\cdot}08648\ b + 15{\cdot}40881\ \delta\tau = - 0{\cdot}32451$$

By another elimination, we get

$$+ 15{\cdot}33137\ \delta\tau = - 0{\cdot}33507$$

Whence $\delta\tau = - 0^{s}{\cdot}022$

And its weight is 15·331

By substituting the value of $\delta\tau$ in one of the equations involving b and $\delta\tau$ only, we get $b = - 0{\cdot}142$.

So, by successive substitutions, we get $c = + 0{\cdot}3586$, $a_1 = + 0{\cdot}304$, $a_2 = -0{\cdot}215$. $a_3 = - 0{\cdot}394$, $a_4 = + 0{\cdot}407$.

Now, correcting the residuals d of each star with the quantities Aa, Bb, Cc, and $\delta\tau$ found thus, we get the true residuals as follows:—

$+$ ·062
$+$ ·008
$+$ ·079
$+$ ·073
$+$ ·032
— ·075
— ·175
$+$ ·089
— ·145
$+$ ·080
$+$ ·064
$+$ ·071
$+$ ·124
— ·085
— ·096
— ·119
— ·020

for the stars respectively.

The sum of the squares of these residuals is ·164496.

The number of observations is 17 and the number of unknowns $= 7$.

Hence the mean error of an observation is:—

$$\sqrt{\frac{\cdot 164496}{17-7}} = \pm\ 0{\cdot}128$$

and the probable error $\pm$ 0·086.

Dividing this by the square root of the weight of $\delta\tau$ gives the probable error of the deduced $\delta\tau$ as $\pm\ 0^{s}{\cdot}022$.

Hence, finally the chronometer correction at the time 2h 00m is — 4h 02m 59s·204 — 0s 022 $=$ — 4h 02m 59s·226 with probable error $= \pm$ ·022.

Adding the value of b found above to its value assumed at the beginning of the calculation we find for the inequality of pivots the value 1s·02. This value is found

to have a large probable error, and to vary a considerable fraction of itself in the results of the observations of different nights. So also does the collimation, it increasing when b decreases, and *vice versa*.

This indicates the weak point of this method of determining these instrumental constants b and c from the star observations. It is this, that when the instrument is reversed in order to reverse the effect of the error of collimation, the effect of the inequality, b, is also reversed. And their coefficients B and C being always nearly equal to one another, we are in reality determining each from an indirect observation of a very small fraction of it. Hence the result is inaccurate.

The normal equations numbers 5 and 6 are the equations in which b and c are the principal terms respectively. Now in (5) the coefficient of b is B^2 and of c, BC, and in (6) the coefficient of b is BC and of c, C^2.

Now $B = C \cos(\Phi - \delta)$ whence B and C have always the same algebraic sign, and BC is always positive.

Also C is always greater than B, hence $[B]$, $[BC]$, and $[C]$ are always, whatever stars be selected, of the same sign, and in ascending order of magnitude, although not very different in magnitude.

Hence the difficulty spoken of above, of separating b from c. A slight change in the residuals d caused by the ordinary accidental errors of observation will then have a great effect on the deduced values of b and c. But they change in opposite directions, and to some degree proportionately to the B and C of the stars, so that they have not a great effect upon $\delta\tau$ which is the important matter in these observations.

To determine these constants accurately by astronomical observation it would be necessary to take some of the stars such that B and C would be of different signs. This requires that $\cos(\theta - \delta)$ be negative or the stars taken by reflection as from the surface of mercury. But the same result can be arrived at in an easier manner, as follows : using the fixed threads of the instrument instead of the star,—that is, to look vertically downwards through the telescope into a mercury trough and measure the distance of the middle thread from its reflected image with the movable micrometer thread, and to perform a similar operation in looking upwards to the reflection of the threads from the surface of water contained in a vessel with a transparent bottom placed vertically over the object glass.

These two observations give, the one the sum of the pivot inequality and the collimation error, and the other their difference, whence each can be determined. This is not an easy observation, on account of the difficulty of throwing a proper amount of light on the threads. My determinations by this method are not yet complete. If these constants are well determined, the observations can then be worked out in sets of five stars each, so as to reduce the corrections to be applied for rate, by reducing each set to its middle instant, the reduction of the inaccuracy due to a wrong assumed rate being an important matter with a chronometer, such as the one I used, having a large rate coefficient, at low temperatures.

The errors of transit observations are due chiefly to errors of bisection of the star, or of estimating the exact moment when the star is on the thread, tremors of the instrument, irregular and lateral refraction, irregular expansions of parts of the instrument from the heat of the lamps, errors in the tabulated places of the star used &c.

The errors in the tabulated star places were avoided by using stars from one catalogue (Berliner Jahrbuch), and by both observers using the same stars; so that any errors in the right ascensions will affect the local times deduced for each place by equal quantities, and this error will disappear from their difference, *i.e.*, the difference of longitude.

As far as an error in bisection is constant and in the same direction, and peculiar to the observer, it is found and allowed for as a personal equation as will be shown below. Accidental errors of bisection, and the tremors of the instrument, &c., are of the same kind and may be considered together. The amount of this error may be estimated by comparing the equatorial thread intervals as obtained from the different

observations with the true equatorial intervals of the threads as determined from careful observations of slow moving stars, or otherwise. The various residuals give, by the use of the least square formula, the probable error of a bisection.

I have so computed all my observations on 30th September, 1st, 2nd, 3rd, 4th, 5th, 9th, 10th and 12th October, and find the probable error of the transit of an equatorial star over one thread to be $\pm$ 0s·049, or 0s·023 for the mean of five threads. This result is obtained from 436 observations. The probable error of a bisection of any star may probably be taken to be 0·023 sec. δ or 0·023 C. The probable error from this cause of the mean of all the observations of the 4th October, given above, will then be $\cdot 023\sqrt{\frac{[pC^2]}{16 \cdot 44}}$ which taking all the "time" stars, or those south of the zenith gives a probable error of about 0s·02. This result agreeing closely with the probable error found above from the observations directly indicates that the discrepancies of these observations are mainly due to accidental error of bisection. I may add that all my transits were recorded by means of an electric key on the tape of my Morse register.

The errors of the chronometers having been thus determined, we now come to the means by which the two chronometers at distant places were compared.

For this purpose each observer was provided with a "break circuit" chronometer, a Morse tape register and a "switch board" with the necessary relays and keys for transmitting the electric signals. In the chronometer, a small toothed wheel, within the case, raising a spring, at the end of every even second, breaks an electric current passing through the chronometer.

On the switch board were, a small relay worked by the chronometer local current, a sounder with relay, and another relay for transmitting the signals from the main line to the local circuit which worked the register. These last two relays had each a resistance of about 200 ohms and were in the circuit of the telegraph line, which by the courtesy of the Canadian Pacific Railway officials was brought into our observatories. There were also on the board a "break circuit" and a "make circuit" key in the line circuit and a number of stops and switches for changing the connections as required. For exchange of signals the line circuit was brought through the armature points of the chronometer relay, so that at every two seconds break of the chronometer, the armature flying back broke the line circuit, which break by means of one of the large relays (which I call for distinctness the "signal relay," the other one, the "speaking relay" being used only in connection with the sounder for conversation over the line), breaks the local circuit of the register, and so lifting the tracing point from the tape, leaves a break in the otherwise continuous line on the paper.

Any other break in the line is also by the signal relay transferred to this tape. So that if both chronometers are working on the line at the same time, each tape receives the breaks of both.

The tape runs off the reel at the rate of about $2\frac{2}{3}$ inches in two seconds, so that a marked tape shows a continuous line broken by two regular series of short breaks, the successive breaks of each series being about $2\frac{2}{3}$ inches apart.

The ratio of the distance between a break of one series and the next following break of the other series to half the distance between successive breaks of the first series, gives the fraction of a second between the even seconds of the two chronometers. The beginning of the break is the point measured from in all cases.

The breaks of the two chronometers are distinguished by putting one chronometer into circuit eight or ten seconds before the other, and the even minute is distinguished by its being at the end of a double length of unbroken line, the chronometers omitting the usual break at the 58 seconds.

The errors peculiar to this apparatus are as follows:—

The mechanism of the chronometer may be imperfect, so that the breaking of the circuit does not occur at exactly the moment when the second hand of the chronometer indicates the second.

Secondly the relay magnets require some time to lose their magnetism sufficiently for the armature spring to break the contact. There is first the chronometer relay, then the signal relay, and last the magnet of the register, so that the absolute time of the record on the tape is later than the chronometer break by the sum of these three armature times. The armature times of the signal relay and the register, however, equally affect the break of the other chronometer, and therefore vanish from the difference of the chronometer times, leaving in the result only the difference of the armature times of the chronometer relays.

The remaining errors are, therefore, the difference of these armature times, irregularities of the break circuit mechanism of the chronometers, and irregularities in the rate of running of the tapes off the reels of the registers. All these are very minute, and the irregularities of chronometer and register mechanism are reduced to a minimum by taking a large number of comparison breaks, while the difference of armature times may be considered as a constant, and affects the personal equation determinations as much as it does the comparison of local times, and so disappears from the final difference of longitude.

The time of passage of the electric current over the length of wire separating the two stations, is quite appreciable, but it affects the two tapes in opposite directions, and therefore disappears from the mean of the two results.

The length of a break on the tape is usually about one-twentieth of the two seconds length, corresponding to a time of about one-tenth of a second. If, then, the difference of time between the signals of the two chronometers be less than one-tenth of a second, it will be impossible to distinguish the beginning of the break of the following chronometer, and the above method fails. In this case a different arrangement of the relays is made. Each chronometer relay works directly on the register circuit instead of on the line, serving merely to graduate the tape into two-second spaces. One of the observers then taps on his break circuit key at irregular intervals. These taps are recorded on both tapes, and the several taps having been identified, serve to compare together the chronometer beats. This operation must be repeated, the other observer giving the taps, so that from the two results the time of passage of current may be eliminated by taking the mean.

Another arrangement of the switch board is made by cutting off the line circuit from any communication whatever with either the chronometer or the register local circuit. The chronometer relay then serving to graduate the tape into time spaces, transits of stars may be recorded by pressing a key in the register circuit.

Three local batteries are necessary at each station; one for the chronometer, one for the register and one for the sounder. I ordinarily used a gravity cell for the chronometer, which requires a comparatively weak, but constant circuit, and ought to be kept in circuit night and day during the whole time of observation at a station, to avoid change of rate. For the register and sounder, after trying the gravity battery, I ultimately concluded that the Léclanché cell was the best. Since this battery rapidly polarizes, it must not be kept in circuit more than a few minutes at a time, or no longer than the time necessary to record a star transit or run off a comparison tape.

We now come to the consideration of another source of error, which cannot be eliminated by any reversal of instruments or change in the method of observation—the "personal equation."

It is found that observers differ in their estimation of the instant of the passage of a star over a thread. When the "eye and ear" method is used, *i.e.*, when the observer, listening to the beat of the chronometer and watching the star crossing the field of view, notes with the eye the position of the star with reference to the thread at the beats before and after its crossing, and estimates thereby the fraction of a beat at which it crosses, it is a question of the accordance of the senses of sight and hearing. When the electric key is used to tap the instant at which the star appears bisected by the thread, and to automatically record the instant without reference to the audible beat of the chronometer, the accordance of eye and hand is involved.

In either case large differences are often found between different observers, frequently amounting to half a second of time or more. This difference is called the relative personal equation of the observers and is a nearly constant quantity with practised observers. The effect of personal equation is to give a value of the chronometer correction too great or too small, and therefore the deduced difference of longitude will be in error by the amount of the relative personal equations of the two observers. It is therefore necessary to determine its amount.

The best method is for the two observers after a few nights exchange of time to exchange stations and take an equal number of nights observations. The two results for longitude will differ by twice the personal equation, and their mean will be free from it.

Another method is for the observers to meet and take the transit of the same star with the same instrument on the same night, one taking the transit over two or three of the threads and the other observer the transit over the remaining threads. This method is not to be recommended, as the necessarily somewhat hurried exchange of observers at the instrument is unfavorable to each observing in his usual deliberate manner.

The method employed by Mr. Klotz and myself was that of setting up our instruments near one another and observing each with his own instrument a full set of stars in exactly the same manner as if a difference of longitude between two remote stations was being determined, stellar observations being taken to determine the chronometer corrections and a comparison of chronometers being made with the electric apparatus. Working out the results and correcting them for the measured difference of longitude between the two instruments, the *difference* of *longitude* obtained is the personal equation, which must be applied to all other differences of longitude. It is requisite in this method (as in any other) that at least as many nights observations be taken for the personal equation as are taken at any station.

Peculiarities of the chronometer break circuit apparatus, armature times of the chronometer relays, &c., are involved in this result along with the strictly personal difference, but disappear with it from the final longitudes.

This supposes that it is constant. Any variation in the personal equation is to be considered as an accidental error to be diminished in effect as much as possible by repetition of observations. Care is to be taken that the conditions under which personal equation is determined are as similar as possible to those prevailing during the observations at distant stations. For instance, if the latter be taken in the middle of summer, and the personal equation observations during cold weather, the different bodily condition of the observers is very likely to introduce an unknown and constant variation in the personal equation.

The chronometers used were compensated for temperature between 45° and 95° Fah. These are about the usual limits for compensation of chronometers, and makers state that it is difficult to compensate satisfactorily beyond, especially below, these limits.

In our work the chronometers are exposed to great extremes of temperature. Placed in a temporary wooden building, during the hot summer day of the North West they become heated to near the upper limit of compensation, while at night the temperature falls below the lower limit, and in the autumn nights frequently to near the freezing point. Consequently, the chronometer rates are large and variable. This cause of error I consider the most serious one with which we have to contend, and it is only to be fully avoided by the use of the greatest care in guarding the chronometer from changes of temperature.

Probably the most effectual plan would be to place the chonometer in a cellar or other place of tolerably uniform temperature, and in connecting it by wire with the electric apparatus in the observatory, so that transits might be recorded with the register. A pocket chronometer or a clock in the observatory electrically controlled by the chronometer could be used for the purpose of setting for stars.

Mr. Klotz observed with the zenith telescope the latitudes of the stations which he successively occupied. The latitude of a place being an absolute quantity depend-

ing only on the position of the vertical line with reference to the axis of the earth, but one observer is necessary, and no corresponding observations at other places are required as in the case of the longitude. Mr. Klotz gives in his report an interesting description of his methods and results.

This longitude work has now been carried from the Pacific Coast to Port Arthur. Several important points have been located, but the determination of some intermediate stations would give valuable results. Winnipeg is probably the best centre from which to determine points in Manitoba and the North-West Territories. I beg to point out to you however that its absolute longitude, upon which the longitudes of these other points will depend, has not yet been obtained with the precision its importance merits.

The present determination of its longitude depends upon the longitude of Seattle, Washington Territory, through the observed differences of longitude between Seattle and Kamloops, and between Kamloops and Winnipeg. The longitude of Seattle itself has been brought across the continent by the United States Coast Survey. In such a long circuit there is plenty of room for accumulation of error. Further, the longitudes Seattle Kamloops and Kamloops Winnipeg were determined without an automatic signal exchange apparatus, and the results are therefore probably inferior in accuracy to those which we now have in our power to obtain.

On these grounds I beg leave to recommend that a re-determination of the longitude of Winnipeg be made from some well-determined station nearer at hand.

On the 16th October I arrived at Kamloops and proceeded to set up my instruments for observation, according to the programme arranged with Mr. Ogilvie.

Mr. Ogilvie had, in the early summer, started from the Pacific coast at the Chilkoot Inlet, and, crossing the mountains there, travelled down the Lewis and Yukon Rivers, making a micrometer survey as he went along. He intended to winter near the international boundary line, which, there, is the one hundred and forty-first meridian of longitude west from Greenwich.

It was important for him to get his longitude there as accurately as possible, both as a check on his survey and also to give an approximation to the point where the boundary line, as defined by the treaty, crosses the Yukon River.

There being no telegraph line, and the journey being too long and too rough to permit him to carry his time by means of a chronometer with any certainty of it keeping its regular rate, the alternative was lunar observations.

The principle of lunar observations is this: the place of the moon among the fixed stars being determined at any known local time and the place of the moon being predicted and tabulated in the Nautical Almanac for each hour of Greenwich time, the Greenwich time is found at which the moon has the place given by the observation; that is, the Greenwich time corresponding to the local time of the observation is found, and thence by the difference of these times the longitude from Greenwich is obtained. The Greenwich predictions, in fact, supply the place of the corresponding observations as well as of the signals in method by the electric telegraph. The local time of course must be accurately determined in this as in the other method.

The methods commonly used for determining the Greenwich time are moon culminations and occultations of stars by the moon.

In the former of these methods, the transit of the moon is observed, as well as the transits of a sufficient number of stars to determine the adjustment errors of the instrument used, and the chronometer correction. The deduced time of transit of the moon's centre over the meridian is the right ascension of the moon. This by comparison with the right ascensions tabulated for each hour in the Almanac, gives the Greenwich time of the moon's transit, and the local time is given by the chronometer with its correction applied.

The occultation of a star is the passage of the moon between the observer and the star, eclipsing the latter. The observation consists in noting the exact time at which the star disappears under the moon's limb and again when it reappears. Transit observations of stars must also be taken to determine the correction of the chronometer. The Greenwich time of the occultation is found from the tabulated

right ascensions and declinations of the star and the moon and the moon's parallax by a somewhat lengthy calculation.

Both these methods are capable of considerable accuracy, but in comparing them with the telegraphic method it is to be noted that in the latter an error in the observations amounting to one-tenth of a second causes an error in the longitude of just the same amount, but in any lunar method, on account of the comparatively slow motion of the moon with reference to the stars, its right ascension changing only about one second in twenty-seven seconds of time, an error of one-tenth of a second in the observed right ascension produces an error in the longitude twenty-seven times as great.

In the moon culmination observations moreover there is difficulty in accurately observing the transit of the moon's limb. The accuracy of this observation is not to be compared with that of a star transit. In this respect the occultations are preferable, since the disappearance and reappearance are perfectly instantaneous.

All lunar methods however are subject to great uncertainty, from the fact that in the present state of the lunar theory, the place of the moon cannot be predicted with the accuracy required in this work. To cut out the effect of these imperfectly known discrepancies in the moon's motions, corresponding observations had to be taken at some place of known longitude as near as possible to Mr. Ogilvie's station, so that corrections might be obtained from the observations at the known station to be applied to the tabulated moon's place in the subsequent working out of the corresponding observations taken by Mr. Ogilvie.

For this purpose I went to Kamloops, the longitude of which had been determined by telegraph, and which was the nearest point so determined to the locality in which Mr. Ogilvie intended to winter.

Some idea of the size of Canada is obtained by considering the distance from Kamloops in the heart of British Columbia to this remote station, which is not far short of 1,300 miles in a straight line, the direction being about due north-west.

I remained at Kamloops during two lunations from the new moon in October to the new moon in December, observing the transit of the moon whenever possible, as well as all the star occultations which occured above the horizon at Kamloops and at the northern station. Mr. Ogilvie was to observe the same phenomena. Unfortunately my list of occultations observed as well as of moon transits is very fragmentary. Unusually cloudy weather prevailed during the whole time of my stay, very few nights being clear.

A further programme was arranged to be carried out in April and May next. The partial failure of the October and November programme renders the carrying out of this one more important, and I hope that greater success will be obtained.

I have collected the magnetic observations taken by different surveyors employed by our Department in tabular form, but the list is not yet quite complete, and I think it inadvisable to publish it at present. I have hopes of including in it some declinations observed at widely different dates which may give information as to the secular change of the declination.

I have the honor be, Sir,

Your obedient servant,

W. F. KING,

Chief Inspector of Surveys,

In charge of Longitude Determinations.

The Surveyor General,
Department of the Interior,
Ottawa.

No. 3.

REPORT OF OTTO J. KLOTZ, D.T.S.

Determination of Latitudes and Longitudes.

Preston, Ont., 10th December, 1887.

Sir,—I have the honor to report on the continuation of the astronomic work during the past season.

The results of this work since its inception in 1885, under the Technical Branch of the Department of the Interior, have amply demonstrated its extreme utility and ultimate economy.

Beginning work on the Pacific Coast, using Seattle, W. T., as base for longitude (there being at that time only two places, Seattle and San Francisco, which were accurately established in longitude and referred to Greenwich, the former being the more convenient for our work in British Columbia) the latitude and longitude determinations have now been carried through British Columbia, and eastward two thousand miles from the Pacific Coast along the line of the Canadian Pacific Railway.

The method of observing (both for latitude and longitude) has remained the same, with but slight modifications, as suggested by you.

Transit.

During 1885 and 1886 for longitude work two transits F. O. 1 and F. O. 2 by Troughton and Simms, each of 28 inches focal length and $2\frac{1}{2}$ inches aperture, were used. These transits were used by the British Commission on the International Boundary Survey of the 49th parallel.

The diaphragm carries five vertical spider's threads and two horizontal ones; a micrometer with movable threads is also attached but was not used.

The equatorial intervals of F. O. 1 as determined from transits of Polaris, δ Ursae Minoris and ε Ursae Minoris are

$$i_1 = -\ 19^{s}\cdot080$$
$$i_2 = -\ 9\cdot582$$
$$i_3 = +\ \cdot016$$
$$i_4 = +\ 9\cdot584$$
$$i_5 = +\ 19\cdot062$$

When reversing, the instrument is always grasped symmetrically, that is one hand on each side of the axis, thus practically eliminating any effect from temperature.

A reversing apparatus would however be a great convenience.

Striding Level.

The striding levels are of the old type, being imbedded in plaster of Paris, and hence subject to greater variation in the value of a division from change of temperature. Neither one is provided with an air chamber for adjusting the length of bubble.

The following values for one division were obtained for striding level of transit F. O. 1.

June, 1885	3″·123	temperature	75° F.
October, 1885	2″· 78	"	48° F.
September, 1887	3″· 21	"	76° F.

The first value was obtained by placing the striding level on an engineer's level and sighting on a levelling rod at a known distance, taking readings when bubble was near the extremes of glass tube. The other two determinations were made by placing the level on the zenith telescope, sighting to a distant terrestrial object, taking the reading of the micrometer when bubble is near one extremity and then again when at the other. This operation was repeated several times, also with level reversed, and the mean taken of the resulting values.

As the value of a division was found to change with a change in temperature, the following table was prepared and used in the reduction of transit observations for 1887.

In 1885 and 1886 the value of 2″·78 for temp. 48° F. was used throughout, being about the value for the mean temperature of the times of observations during a season:

Temp. Fahr.	Value of 1 division.
65°	3″·02
60°	2″·95
55°	2″·88
50°	2″·81
45°	2″·74
40°	2″·67
35°	2″·60
30°	2″·53

Level readings were taken generally twice for each set of five stars, and if there was any suspicion of change of level from vibrations of an approaching train (as the observatories were never far from the railway) or wind, readings were taken for every star if practicable.

In applying the level corrections the change of level was treated as a function of the time elapsed between two readings in order to interpolate level values for intermediate stars.

In 1887 the transit F. O. 2 was required for the exploratory survey of the Yukon, and was replaced by an altazimuth instrument of peculiar design, a description of which will be given in the report of Mr. W. F. King, Chief Inspector of Surveys, who observed therewith.

Chronometers and Rate.

Chronometers have more idiosyncrasies than the other astronomical instruments. To add to the difficulty, the determination of these constitutional variations is not an easy matter, especially in the field.

The great desideratum in a chronometer is that it has a uniform rate gaining or losing. By experience it has been found that temperature affects the rate. To correct for this within certain limits of temperature chronometers are provided with compensated balance.

The vicissitudes to which chronometers employed in the field are unavoidably exposed are far greater than of those employed at sea. The range of temperature in the former case is in excess of that of the latter; similar it is with the hygrometric condition of the atmosphere, which also forms a factor in the rate.

Extensive trials and experiments have recently been carried on at the United States Naval Observatory on the rate of chronometers when subjected to various constant temperatures, in order to determine the temperature constant, and also under certain hygrometric conditions. A building was especially erected for this purpose. It was found that the rate varies with the hygrometric conditions of the atmosphere, the chronometer running faster as the percentage of moisture decreases, and *vice versa*. The amount of the change due to the latter cause has as yet not been accurately determined.

The report on these trials states that "all chronometers without auxiliary compensation run faster at some one temperature, which is called the temperature

of compensation; this should be the mean temperature to which they will be subjected in actual use, and for navy chronometers it is about 69° F.

"The change of rate owing to temperature is least near this point and increases the chronometer running slower as the temperature recedes from it. The rate is the same for an equal number of degrees above or below the temperature of compensation.

"This change of rate is proportional to the square of the number of degrees from the point of compensation, differing for different chronometers. Beyond the limits of about 45° to 90° the change in rate is greater and proportional to a higher power than the square."

Should a chronometer show polarity, that is, if its rate is influenced by change of the horizontal direction of XII–VI on the dial, the defect should be remedied before the chronometer is used for actual work.

In the following tables are given the rates of chronometers—Dent 2071, and Frodsham 3537, for various days during the season of 1885 and 1886. Neither of the chronometers had been cleaned or oiled for a number of years, which undoubtedly explains the large deviations of the latter in 1885 and of the former in the following year.

During the winter of 1885–1886, chronometer Frodsham, 3537, was sent to the maker to be cleaned; when it was returned it was found that its rate had been changed without instructions, so as to keep mean time instead of sidereal, thereby making it inconvenient for stellar work.

When an instrument—of whatever nature—is not in good working order it is futile to attempt to deduce any law governing the changes which it exhibits under such conditions. This remark applies to chronometers Frodsham, 3537, in 1885, and Dent 2071, in 1886.

It is not known to me what the temperature of compensation for either chronometer is or was intended to be by the makers, but from the rates as shown in column 2 and 8 when the chronometers were in good order, it is seen that the temperature constant is small. The daily range of temperature to which the chronometers were unavoidably subjected in the field was about 30° F., with a gradual lowering of course of the mean temperature from June to October.

Thus the daily rate which is deduced from observations is the resultant of the various rates, differing by infinitesimal quantities, conforming in a measure with the various temperatures, during the twenty-four hours; and in applying the rate resulting from the difference of chronometer corrections for two dates of the observations before and after exchange of chronometer beats over the telegraph line, in order to reduce the observations to a common time, a small correction for the temperature at observation should be made. Practically, however, as the change in rate during the twenty-four hours is small, and the effect of the rate for about two hours only, that is two hours before and two hours after the assumed common time, is necessary for the reduction of observations, this refinement is questionable, especially when we consider that a chronometer generally requires several days to settle down to a uniform rate after it has suffered a change of temperature; so under the circumstances the daily rate as determined was used, assuming it to be uniform during the twenty-four hours.

COMPARISON OF CHRONOMETERS.

DENT, 2071.		FRODSHAM, 3537.		DENT, 2071.		FRODSHAM, 3537.	
Date.	Daily rate.	Date.	Daily rate.	Date.	Daily rate.	Date.	Daily rate.
1885.	s	1885.	s	1886.	s	1886.	s
June 14-15	+ 2·33	June 14-15	+ 4·18	Aug. 15-16	+ 2·60	Aug. 15-16	+ 236·40
July 15-19	2·60	July 15-19	.....	do 16-17	3·30	do 16-17	236·53
do 19-21	2·65	do 19-21	5·74	do 17-18	4·98	do 17-18	236·50
do 21-22	2·43	do 21-22	6·30	Sept. 7-10	1·86	Sept. 7-10	235·47
do 22-24	2·74	do 22-24	5·87	do 10-11	3·02	do 10-11	235·73
do 24-26	2·67	do 24-26	5·93	do 11-12	1·97	do 11-12	235·83
Aug. 11-12	2·86	Aug. 11-12	.....	Oct. 2- 3	3·46	Oct. 2- 3	236·15
Oct. 10-11	2·30	Oct. 10-11	7·47	do 3-10	3·50	do 3-10	236·08
do 11-15	1·59	do 11-15	6·15	Nov. 1- 9	4·84	Oct 10-Nov. 9	236·44
do 15-18	2·12	do 15-18	7·29	do 9-10	7·73	Nov. 9-10	237·71
do 18-19	+ 2·37	do 18-19	+ 6·91	do 10-12	4·17	do 10-12	236·48
.....	.....	.....	.....	do 12-14	6·03	do 12-14	+ 236·90
.....	.....	.....	.....	do 14-28	5·67	.....	.....
.....	.....	.....	.....	do 28-30	+ 5·61	.....	.....

\+ Signifies losing in above.
— Signifies gaining in above.

During 1885 and 1886 the chronometers were carried to the telegraph office for exchange of signals. This was objectionable for two reasons, one on account of the transport itself, although carefully done, the other, and greater, on account of the sudden changes in temperature; this latter applies to the latter part of the season when there was a fire in the telegraph office. In 1887, the present year, the wires were brought into the observatory and the trouble obviated. This necessitated having the chronometers electrically connected, for which chronometers Frodsham, 3537, and Dent, 2071, were not adapted.

Unfortunately, the time was too limited (only four weeks) for having two break-circuit chronometers satisfactorily prepared. W. E. Hadlock, of Boston, Mass, was entrusted with the work, and he furnished two chronometers, Hutton, 1190, and Hadlock, 4082. His trials for temperature were confined to one week with the following results:—

Chronometer.	Temp. F.	Rate per day.
4082	45°	1s ·5 losing.
1190	45°	1s do
4082	70°	2s gaining.
1190	70°	1s ·5 do
4082	95°	3s losing.
1190	95°	2s do

Computing the temperature constant Z, the temperature of compensation $\theta°$ and the rate r, at $\theta°$ by the general formula

$$r'=r+Z(\theta-\theta')^2$$

we find for chronometer 4082

$$\theta°=67°\cdot79,\ Z=-^{s}\cdot0068,\ r=2^{s}\cdot03 \text{ gaining}$$

and for chronometer 1190

$$\theta°=67°\cdot92,\ Z=-^{s}\cdot0048,\ r=1^{s}\cdot52 \text{ gaining.}$$

From the above results, derived from meagre data, we find that chronometer 4082 has its fastest running theoretically at 67°·79 F. gaining 2s·03 daily, and similarly chronometer 1190 at 67°·92 F. gaining 1s·52 daily.

But in the field where the chronometer undergoes a daily wide range of temperature the above results will not hold, for this daily variation of temperature produces abnormal variations in the rate.

To lessen this deviation in rate the temperature constant should be as small as possible (made so by the chronometer maker). Especially is this imperative in our climate, and the temperature of compensation lower than the above.

The temperature constant, —s·0068, for chronometer 4082, is decidedly too large.

Chronometers will only perform good work under a fairly uniform temperature.

Regarding auxiliary balances W. E. Hadlock states that of five or six which he had only one was found to be of any use in low temperature.

ELECTRICAL APPARATUS.

During the past season the inconvenient method of repeating the chronometer beats by hand with a telegraphic key was replaced by electrical apparatus, the chronometers being made to break circuit.

The accompanying diagram illustrates the apparatus used.

The whole apparatus is neatly mounted on a mahogany board.

One gravity cell is used for the chronometer and one for the sounder, and two Leclanché cells for the chronograph, the gravity battery being found rather weak for the chronograph.

The talking relay and its accompanying sounder could be dispensed with and the signal relay used instead, the sound being taken from the working of the armature thereon. This latter relay has split cores whereby its quickness of action is increased, the electric current being more rapidly discharged.

The signal key differs from the ordinary talking key in that the anvil is placed at the back, so that when the key is depressed the circuit is broken instead of made as ordinarily.

No galvanometer was put in the circuit nor rheostat used for balancing the circuits.

When the apparatus is not required for work a plug is inserted at 1, which then short circuits the main line at 1.

When used for speaking only, plugs 1 and 2 are taken out and 3, 4, 5 are left in. The current then passes through signal and talking keys through relay *A* which works the sounder, to switch through 6, 7 and back through plug 3 without passing through relay *B*, and out to the main line.

The circuit of the chronometer and its battery always remains the same, not being affected by any other current under the various conditions in which the apparatus may be used.

For speaking, and at the same time to record the beats of the chronometers (each chronometer on its own chronograph only, as when recording observations), *i. e.*, not sending or receiving beats over main line, the arrangement remains as above described. In this case the local circuit of the chronograph passes from the battery through the chronograph to 8, thence to one of the points of chronometer relay *C*, which breaks the current to 7 across switch through 6 to one of the points of relay *B* (there being no current through this relay; its points are apart), thence through plug of cut out 4 to other point of relay *B*, thence through observation key or plug of cut out 5, completing the circuit at the battery.

When plugs 1, 3, 4 are taken out and switch is in position 6, 7, then the apparatus can only receive signals over main line, but cannot send any. This arrangement is sometimes necessary when alternate arbitrary signals are given in case the beats of the two chronometers are coincident or so nearly so that their breaks cannot be identified on the chronograph.

Finally when it is desired to send and receive simultaneously chronometer beats, the switch is placed over 6, 8, plugs 3 and 4 taken out, and plug 2 put in (this is to cut off relay A and the sounder). Now the main line current passes from E through the signal and talking keys to 6, through 8, over the points of chronometer relay C, which here breaks the main line circuit, to 7, thence through relay B, which breaks the local chronograph circuit at points of relay B thereby recording main line break, and finally out by W.

In this case the local chronograph circuit is shortened, the wire 5 from cut out 4 to points of relay B and those from 7 and 8 to points of relay C being cut out.

The chronometers break circuit every four beats, that is, every two seconds, but omitting the fifty-eighth second whereby the minute is identified on the chronograph record.

The break circuit is preferable to the make-circuit, especially on account of the greater potential of the current at opening than at closing; in the former the induced or extra current is in the same direction as the primary, thereby increasing its strength, whereas in the latter it is in the opposite direction, so that the primary does not attain its maximum strength until after the lapse of a short interval of time. This phenomenon is distinctly shown on the chronograph, which is of the tape register type. The end marking the break is sharp and distinct; that showing the make is far less so, but the line immediately increases in distinctness.

The chronograph will unreel from two to three inches of tape between two breaks, depending upon the adjustment. The scaling of the tape is reduced to the one-hundredth of a second.

In the following table are given the differences between the chronograph records when both chronometers are registering simultaneously at each station. This difference equals twice the time of transmission of the electric current. The time of induced current is eliminated.

Let

$O-W$ = absolute distance between the two chronometer beats O and W.

$A_{op}\ A_{os}\ A_{oc}$ = time of demagnetization of cores of chronometer, signal and chronograph relays respectively of O instruments.

$A_{wp}\ A_{ws}\ A_{wc}$ = similarly for W instruments.

$B_o\ B_w$ = Measured distances of O to W on the two chronographs.

U = time of transmission of current.

Then on O chronograph we have—

$$B_o = O - W - A_{op} - A_{os} - A_{oc} + A_{wp} + A_{os} + A_{oc} + U.$$
$$= O - W - A_{op} + A_{wp} + U.$$

Similarly—

$$B = O - W - A_{op} - A_{ws} - A_{wc} + A_{wc} + A_{ws} + A_{wc} - U.$$
$$= O - W - A_{op} + A_{wp} - U.$$

The difference—

$$B_o - B_w = 2\,U.$$
$$= \text{twice the time of transmission.}$$

And the mean—

$$B = O - W - (A_{op} - A_{wp}).$$

The two pony or chronometer relays being similar in every respect, the quantity $A_{op} - A_{wp}$ is extremely small.

That the time of transmission between two stations varies is shown by the results, and this difference must be mostly due to changes in the electrostatic condition of the atmosphere, as the electro motive force, the apparatus and its adjustments and the connecting line remain constant or nearly so during the observations at a station.

Date.	Stations	Distance Miles.	Difference of Tapes 2u.	Mean.	Deduced Velocity per Second.
1885.			s.	s.	m.
June 14...	Seattle—Victoria	317	·180	·209	3,030
do 15...	do do	317	·238		
July 19...	do Kamloops	427	·194		
do 21...	do do	427	·142		
do 22...	do do	427	·146	·155	5,510
do 24...	do do	427	·152		
do 26...	do do	427	·140		
Aug. 11...	Port Moody—Kamloops	239	·068	·067	7,140
do 12...	do do	239	·066		
1886.					
Aug. 15...	Kamloops—Revelstoke	129	·030	·023	11,220
do 16...	do do	129	·020		
do 17...	do do	129	·019		
Sept. 7...	do Field	258	·047	·040	12,900
do 10...	do do	258	·056		
do 11...	do do	258	·032		
do 12...	do do	258	·027		
Oct. 2...	do Calgary	391	·063	·061	12,820
do 3...	do do	391	·046		
do 10...	do do	391	·074		
do 31...	do Winnipeg	1,230	·262	·257	9,580
Nov. 9...	do do	1,230	·231		
do 10...	do do	1,230	·256		
do 12...	do do	1,230	·255		
do 14...	do do	1,230	·282		
1887.					
July 1...	Winnipeg—Wapella	235	·069	·063	7,460
do 2...	do do	235	·080		
do 3...	do do	235	·051		
do 5...	do do	235	·053		
do 22...	do Port Arthur	430	·075	·073	11,700
do 26...	do do	430	·083		
do 27...	do do	430	·066		
do 30...	do do	430	·070		
Sept. 30...	do Kalmar	110	·024	·024	9,200
Oct. 3...	do do	110	·026		
do 4...	do do	110	·024		
do 5...	do do	110	·022		

The most of the above differences of chronograph tapes are the mean of several obtained each night.

It will be seen that besides the fluctuations in the velocity between two stations there is the more apparent one for different distances where difference of insulation, wire and climate come into play.

The mean of the above results leaving out the cable line to Victoria gives 9,700 miles as the velocity per second of the electric current.

Armature Times.

Mr. W. F. King and myself made some experiments at the observatory in Winnipeg last June upon armature times, that is upon the time required by the core of a relay to become demagnetized, thereby releasing the armature and breaking the circuit, local or main line, as the case may be.

To accomplish this, various connections in the telegraphic apparatus were made whereby the various relays were put into or left out of the circuit, both chronometers always recording their beats on the one chronograph.

To illustrate—taking the ordinary arrangement of connections for longitude work before chronometer *O* can record, its beat must be given by the pony relay, that is the core of that relay must become demagnetized, then the beat or break is communicated to *O* signal relay, this breaks the local circuit of the chronograph and finally the chronograph core must be demagnetized before its armature drops off and records the break on the tape. If now the signal relay be left out of the circuit, it is evident that the break must occur sooner, however small the quantity. This quantity it is which was attempted to be measured. It must be borne in mind that the quantities dealt with are extremely small, being thousandths of seconds.

Although the result obtained is partially negative in its character, yet it is hoped and confidently expected that further and more extended trials will be entirely successful.

The subject is sufficiently interesting that the present result, though unsatisfactory, may be given.

The velocity of the electric current is so great that the length of wire in a coil which is put in or out of circuit, together with the short wire representing the main line, is neglected.

In each case the chronometers were allowed to record for one minute, giving 29 breaks each; the mean of these was then taken, *i.e.*, the mean of the 29 distances expressed in seconds, between the break of *O* chronometer and *W* chronometer.

The resistance of *O* signal relay is given as 204·7 ohms at 65° F. by the manufacturer. There were no means at hand for determining that of the others.

The following shows the various arrangements in the above trials. The notation is the same as that previously employed.

First arrangement:—

$$B_{I} = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{wp} - A_{os} - A_{oc})$$
$$= O - W - A_{op} + A_{wp}$$

This is the arrangement at longitude work.

Second arrangement:—

$$B_{II} = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{oc})$$
$$= O - W - A_{op} - A_{os}$$

In this *W* chronometer is attached directly to *O* chronograph.

Third arrangement:—

$$B_{III} = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{os} - A_{oc})$$
$$= O - W - A_{op}$$

Fourth arrangement:—

$$B_{IV} = (O - A_{op} - A_{oc}) - (W - A_{os} - A_{oc})$$
$$= O - W - A_{op} + A_{os}$$

Fifth arrangement:—

$$B_{V} = (O - A_{op} - A_{oc}) - (W - A_{oc})$$

Let x = rate per minute of difference of rates of chronometers *O* and *W*.

From chronograph tapes we have :—

$B_I = 1^s{\cdot}4045$, $B_{II} = 1^s{\cdot}4124$, $B_{III} = 1^s{\cdot}4183$, B_{IV} $1^s{\cdot}4260$, $B_V = 1^s{\cdot}4346$.

Hence

(1) $O-W-A_{op}+A_{wp}$	$= 1{\cdot}4045$	at 14h.07m.00s.
(2) $O-W-A_{op}-A_{os}$	$= 1{\cdot}4124 + 13x$	14 20 00
(3) $O-W-A_{op}$	$= 1{\cdot}4188 + 27x$	14 34 00
(4) $O-W-A_{op}+A_{os}$	$= 1.4260 + 32x$	14 39 00
(5) $O-W-A_{op}$	$= 1{\cdot}4346 + 35x$	14 42 00

Putting C for $O-W-A_{op}$, d for A_{wp} and e for A_{os}, we derive the four normal equations :—

$5c+d$	$-107x = 7{\cdot}0963$	(6)
$c+d$	$= 1{\cdot}4045$	(7)
	$+2e-19x = 0{\cdot}0136$	(8)
$-107c$	$-19e+3147x = -152{\cdot}5118$	(9)

From (6) and (7) we have

$$4c-107x = 5{\cdot}6918$$

(8) and (9) $-214c+5933x = -304{\cdot}7652$

hence $= x - {}^s{\cdot}00122$

and $O-W-A_{op}$ or $c = 1^s{\cdot}3903$

Substituting this last in (7)

d or $A_{wp} = {}^s{\cdot}0142$

and from (8) e or $A_{os} = -{}^s{\cdot}0048$—an impossibility.

In future trials x or the rate will be eliminated from the equations by having the last of a series under the same conditions as the first, and thereby the difference of rate directly determined.

Personal Equation.

Observations for the determination of the personal equation between Mr. W. F. King and myself were made at the beginning and end of the season.

Latitude.

The latitude determinations of the past three seasons have all been made with the zenith telescope F.O. 1.

This instrument also was used on the international boundary survey of the 49th parallel.

It has a clear aperture of 2½ inches and is of 28 inches focal length.

It is provided with a diaphragm carrying five vertical spider's threads, of about ten seconds interval, and a horizontal movable one. The comb or scale has one hundred divisions, each being equivalent to one revolution of the micrometer, which itself is divided into one hundred parts.

The attached level is held in a brass tube by clips, and is surrounded by a glass tube to protect it against change of temperature. It also has a chamber for regulating the length of the bubble. One division of the level is equal to ″·991 and was determined by means of the micrometer.

The value of one revolution of the micrometer was determined by observing the line of transit of Polaris at elongation across the movable thread, which was always set in advance at 0 and 50 on the micrometer head. Level readings were also taken at each or nearly each observation to determine any change of inclination of telescope.

The following determination will illustrate the method employed.

STATION Preston, Nov. 8th. 1887. Observations on Polaris near western elongation for value of micrometer of zenith telescope F.O. 1. Elongation by chronometer 10h. 16m. 55s. One division of level=''·991. Daily rate of chronometer 4s gaining; Temperature, 25° F. Latitude, 43° 23'.

No.	Reading of Micrometer.	Time by Sidereal Chronometer.	Level Readings. N.	Level Readings. S.	Time from Elongation.	Correction for τ.	Reduced to Mean state of Level.	Correction for Change of Level.	Reduced Time.
		h. m. b.			m.	s.	d.	s.	h. m. s.
1	60·	9 45 76	78·8	32·6	31·3	+ 5·9	+ ·7	+ 2·01	9 45 45·9
2	·5	47 50	78·8	32·7	29·5	4·9	·75	2·20	47 32·1
3	59·	49 24	79·0	33 0	27·7	4·0	1·00	2 94	49 18·9
4	·5	51 8	78·8	32·8	25·85	3·3	·8	2·35	51 09·7
5	58·	52 84	78·9	32·9	24·2	2·7	·9	2·65	52 47·4
6	·5	54 68	78·7	33·0	22·35	2·1	·85	2·50	54 38·6
7	57·	56 38	79 0	33·3	20·6	1·7	1·15	3·38	56 24·1
8	·5	58 00	78·7	33·2	18·9	1·3	·95	2·79	58 04·1
9	56·	59 101	78 5	32·9	17·1	·9	·7	2·01	59 53·4
10	·5	10 01 68	78·7	33·2	15·35	·7	·95	2·79	10 01 37·5
11	55·	03 44	78·5	33·0	13.55	·5	·75	2·20	3 24·7
12	·5	05 18	77·7	32·5	11·8	·3	·1	·29	5 09·6
13	54·	06 110	78·5	33·2	10·0	·2	·85	2·50	6 57·7
14	·5	08 80	78·2	32·8	8·25	+ ·1	·5	1·47	8 41·6
15	53·	10 60	77 8	32·5	6·4	0	.15	·44	10 30·4
16	·5	12 30	78·3	33·0	4·7	0	·65	1·91	12 16·9
17	52·	13 118	77·9	32·8	2·9	0	·35	1·03	14 00·0
18	5·	15 96	77·8	32·7	1·1	0	·25	·73	15 48·7
19	51·	17 66	78·4	33·4	·6	0	·7	2·01	17 35·0
20	·5	19 40	77·7	32·8	2·4	0	·25	·73	19 20·7
21	50·	21 10	77·7	32·7	4·2	0	·2	·59	21 05·6
22	·5	22 104	77·7	32·8	5·95	0	·25	·73	22 52·7
23	49·	24 74	77·8	32·8	7·7	— ·1	·3	·88	24 37·8
24	·5	*26 44	78·5	33·6	9·45	·1	1·05	3·09	26 25·0
25	48·	28 14	77·7	32·8	11·2	·2	·25	·73	28 07·5
26	·5	29 114	77·7	33·0	13·0	·4	·35	1·03	29 57·6
27	47·	31 86	78·6	33·8	14·8	·6	1·2	3·53	31 45·9
28	·5	33 54	78·6	33·8	16·5	·9	1·2	3·53	33 29·6
29	46·	35 28	78·4	33 6	18·3	1·2	1·0	2·94	35 15·7
30	·5	37 2	77·5	32·8	20·1	1·5	·15	·44	36 59·9
31	45·	38 96	77·7	33·0	21·9	2·0	·35	1·03	38 47·0
32	·5	40 62	77·6	32·8	23·6	2·5	·2	·59	40 29·1
33	44·	42 42	77·6	32·8	25·4	3·1	·2	·59	42 18·5
34	·5	44 20	77·6	32·8	27·3	3·9	·2	·59	44 06·7
35	43·	45 108	77·6	32·8	29·0	4·6	·2	·59	45 50 0
36	·5	47 84	77·6	32·8	30·8	5·6	·2	·59	47 37·0
37	42·	49 54	77·6	32·8	32 5	6·5	·2	·59	49 21·1
38	·5	51 29	77·7	33·0	34·3	7·7	·35	1·03	51 07·8
39	41·	53 7	77·7	33·0	36·1	9·0	·35	1·03	52 55·5
40	·5	54 98	77·7	33·0	37·9	10·3	·35	1·03	54 39·7
41	40·	56 72	77·7	33·1	39·7	11·9	·4	1·18	56 25·3
42	·5	58 47	77·7	33 0	41·5	13·6	·35	1·03	58 10·9
43	39·	11 00 18	77·8	33·1	43·2	15·3	·45	1·32	59 55·0
44	·5	01 116	77 5	32·8	45·05	17·3	·15	·44	11 01 41·1
45	38·	03 90	77·8	33·1	46·8	—19·5	+ ·45	+ 1·32	3 26·8

*Gust of wind.

From the reduced times we obtain the following :—

No.	Time for 10 turns.	$\triangle$	$\triangle^2$	No.	Time for 10 turns.	$\triangle$	$\triangle^2$
	m. s.				m. s.		
1 to 21	35 19·7	1·2	1·44	12 to 32	35 19·5	1·4	1·96
2 — 22	20·6	·3	·09	13 — 33	20·8	·1	·01
3 — 23	18·9	2·0	4·00	14 — 34	25·1	4·2	17·64
5 — 25	20·1	·8	·64	15 — 35	19·6	1·3	1·69
6 — 26	19·0	1·9	3·61	16 — 36	20·1	·8	·64
7 — 27	21·8	·9	·81	17 — 37	21·1	·2	·04
8 — 28	25·5	4·6	21·16	18 — 38	19·1	1·8	3·24
9 — 29	22·3	1·4	1·96	19 — 39	20·5	·4	·16
10 — 30	22·4	1·5	2·25	20 — 40	19·0	1·9	3·61
11 — 31	22·3	1·4	1·96	21 — 41	19·7	1·2	1·44

NOTE.—24 is rejected, a gust of wind having disturbed the level.

We have for 10 turns : Probable error $= \cdot 675\sqrt{\frac{68 \cdot 35}{20 \times 19}} = \pm \cdot 286$

Probable error of 1 turn $= \pm$ ″·010

Mean time for 1 turn $= 21^s 2 \cdot 085 = 2 \cdot 3265100$ (log.)

Cos $\delta = 8 \cdot 3520562$

$15 = 1 \cdot 1760913$

$1 \cdot 8546575$

One turn $= 71'' \cdot 558$

Correction for refraction $= - \cdot 042$

do rate $= - \cdot 002$

Resulting value $= 71'' \cdot 514 \pm ''\cdot 010$ at 25° F.

In 1885 several determinations were made of the micrometer, and their weighted mean used for the reduction of the observations made in 1885 and 1886.

Last November (1887) a re-determination was made for the purpose of ascertaining if the wear of thread of screw or a change of temperature affected the value.

The results are :—

Oct. 1, 1885, one turn micrometer	$= 71'' \cdot 680 \pm ''\cdot 018$	56°F.
do 23, 1885 do	$= 71'' \cdot 406 \pm ''\cdot 020$	57°F.
Weighted mean	$= 71'' \cdot 558 \pm ''\cdot 013$	
Nov. 6, 1887, one turn micrometer	$= 71'' \cdot 443 \pm ''\cdot 018$	50°F.
do 8, do do	$= 71'' \cdot 514 \pm ''\cdot 010$	25°F.
Weighted mean	$= 71'' \cdot 497 \pm ''\cdot 009$	

From these it appears that neither the wear (if any) of the thread nor the temperature within the above limits has an appreciable effect upon the value of the micrometer.

In observing for latitude the time of transit is always noted for each star, this gives a check upon the azimuth and assists in identifying when necessary small stars.

Sometimes there is variable refraction, so that the star has an undulatory motion along the thread, making it difficult of bisection.

In the reduction of stars to their mean places for a particular epoch the following catalogues were used: Berliner Jahrbuch,—Saffords' Catalogue of 2,018 stars, Boss' catalogue of 500 stars, Coast Survey list of 2,179 stars, Greenwich nine and seven-year catalogues, Radcliffe for 1860 and 1845, and Armagh, 1,840.

When it is remembered that even in the standard stars as given in the various catalogues, considerable differences in the mean places—declination—occur, it is not surprising that differences as large as two seconds of arc should be found in the smaller and less well determined stars, when deduced from various authorities.

The question of proper motion and observatory constants conspire mostly in this disparity.

The following tables show the differences in declinations in the mean places of standard stars taken from the catalogues stated at the head of each table, and include all stars common to both catalogues.

For the sake of condensation the differences are tabulated as shown instead of writing down the particular star therefor.

DIFFERENCES in Declination, mean places, between Berliner Jahrbuch,

Declination between	RIGHT									
	h. h. 0— 1	h. h 1— 2	h. h 2— 3	h. h. 3— 4	h. h. 4— 5	h. h. 5— 6	h. h. 6— 7	h. h. 7— 8	h. h. 8— 9	h. h. 9—10
	″	″	″	″	″	″	″	″	″	″
—5° and 0°	—·41		+·04			—·31 —·03			—·01	
0° and 5°		—·05	—·31 —·03							+·11
5° and 10°	—·30 +·23	+·41	+·13			+·14		+·43 +·24	+·40 +·21	+·08
10° and 15°	—·05	—·39		—·21			+·19			+·11
15° and 20°					—·56 —·13 —·19		—·09			
20° and 25°		—·04	+·13	+·22	+·40		+·08 +·42 +·30	+·31	+·13	+·12
25° and 30°	+·12					—·01	—·01	+·06		—·09
30° and 35°	—·02		—·03 —·02	+·41	+·01		+·01	—·60	—·13	+·51
35° and 40°	—·03	+·45		+·33		+·05 +·07		—·17		+·01
40° and 45°		—·02		+·30	+·29	+·19	—·01			·00
45° and 50°	—·03 ·00		+·02	+·01 +·13	—·01	—·07	·00	+·01	+·09	
50° and 55°										—·13
55° and 60°	+·81 +·08									
60° and 65°	—·02									
65° and 70°			—·07		+·16		+·45	—·71		—·16
70° and 75°	—·26	—·32		—·01		—·53		+·02		+·54
75° and 80°			+·57	+·17						
80° and 85°										+·04
85° and 90°	+·05	—·03					+·71			

1886, and Nautical American Almanac, 1886. B.J.—Am N.A.=*d.*

ASCENSION.

h. h. 10—11	h. h. 11—12	h. h. 12—13	h. h. 13—14	h. h. 14—15	h. h. 15—16	h. h. 16—17	h. h. 17—18	h. h. 18—19	h. h. 19—20	h. h. 20—21	h. h. 21—22	h. h. 22—23	h. h. 23—24
,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,
	+·18	−·18 +·33	+·22 +·14			−·10		−·62		+·09	−·02	+·04 −·26	
					−·41				−·29				
+·24	−·04				+·09	−·03			−·05 +·17		−·06		−·39 +·07
+·02 −·11		+·08					−·41 −·02		+·60 +·05	−·58		−·44 +·17	
	+·12		+·19	+·26					·00	+·03	+·01		
·00	+·32					−·38						+·02	+·01
				−·05	+·12 +·04 −·08		+·06	+·07	−·28		−·06 −·13		
+·02	+·03			+·19	−·23			+·65 −·01		+·31		−·01	
+·20		+·32	·00		−·49	+·18	−·25 −·02	+·45	−·01 −·01	+·38	−·11 +·17 −·01	−·03	
+·51		+·01 +·04	+·01	·00 +·24					−·01	+·15 +·10		+·40	
	+·73 +·15		+·32	+·02		+·02 +·35	−·01			·00	−·50	−·14	+·53
	+·23			+·24			+·28 −·03						
+·05				+·55		−·18					−·33		
	+·13					+·73	−·14		−·08 −·23			−·05	
		+·09		−·02			+·40	+·30	+·19		+·09 +·04		
+·31 +·02		+·40		+·01	+·10	·00				−·36			−·11
						+·21				+·10			
								+·01	−·18				

DIFFERENCES in Declination, mean places, between American Nautical

Declination between	Right									
	h. h. 0— 1	h. h. 1— 2	h. h. 2— 3	h. h 3— 4	h. h. 4— 5	h. h. 5— 6	h. h. 6— 7	h. h. 7— 8	h. h. 8— 9	h. h. 9—10
	″	″	″	″	″	″		″	″	″
—5° and 0°						+1·03 + ·93				
0° and 5°			+ ·31 + ·05							
5° and 10°	+ ·52	+ ·25	+ ·37			+ ·34		+ ·47	+ ·30	
10° and 15°	+ ·88	+ ·36								+ ·35
15° and 20°					+1·19 + ·70 + ·05 + ·64		+1·07			
20° and 25°		+ ·71	+ ·40	+ ·62 + ·14			+ ·46	+ ·78		+1 07
25° and 30°	— ·10					+ 43		+ ·29 + ·36		+ ·46
30° and 35°				— ·09	+ ·49			+ ·31		
35° and 40°										
40° and 45°										
45° and 50°				+ ·15 — ·87		+ ·25			+ ·40	
50° and 55°										+ ·82
55° and 60°	— ·06									
60° and 65°										
65° and 70°			— ·31		+ ·06		·00	— ·46	— ·38 —1·47	
70° and 75°	—1·61	—1·00								— ·41
75° and 80°										
80° and 85°										+ ·65
85° and 90°							+ ·12			

Almanac 1880, and Coast Survey, 1880. Am. N. A.—C. S = *d*.

ASCENSION.

h. h. 10—11	h. h. 11—12	h. h. 12—13	h. h. 13—14	h. h. 14—15	h. h. 15—16	h. h. 16—17	h. h. 17—18	h. h. 18—19	h. h 19—20	h. h. 20—21	h. h 21—22	h. h 22—23	h. h. 23—24
,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,
	+1·14										+ ·91	+ ·51	
	+ ·71	+ ·57	+ ·89		+ ·67				+ ·85			+ ·51	+1·61
+ ·50					+1·30	+ ·63			+ ·64 + ·96 +1 13		+ ·25		+ ·42 +1·15
+ ·97 + ·24							+1·16 — ·04	+ ·07	+ ·53	+ ·52		+ ·71 + ·40	
	+ ·91		+ ·84	+ ·02							+ ·62		
+1·31													
				+ ·37	+ ·30 +1·13		+ ·64				+ ·46		
						+ ·42		+ ·09					
		+ ·42			+ ·28	+ ·50		+ ·06			+ ·64		
				+ ·49						+ ·09 + ·57			
			+ ·28			+ ·33							
	+ ·58			+ ·71			— ·70 + ·12						
+ ·01				— ·78		— ·10					— ·57		
+ ·16	— ·90					+ ·46	— ·54		— ·09 — ·29			+ ·01	— ·72
		+ ·02		— ·61	— ·65		+ ·46		— ·51		+ ·10 — ·03		
— ·25		—1·30		— ·13	+ ·13			+ ·01		+ ·02		·00	+ ·08
		— ·75				+ ·02				—1·80			
								+ ·01					

The latitudes of three of the astronomic stations of 1886 are :—

Revelstoke, B. C	51° 00′ 11″·25±″·13.
Field, B. C	51° 23′ 38″·58±″·14.
Calgary, Alberta	51° 02′ 39″·21±″·09.

The observations of the past season are now being computed, and at a future date it is intended to compile all the observations and results of the astronomic work for publication.

It may be stated that all the astronomic stations are along the line of the Canadian Pacific Railway.

The one at Wapella has been connected by triangulation with the 102° meridian, and will thereby be a check upon the triangulation made from the first or Principal Meridian to the Second Initial Meridian of the Dominion Land Survey.

The one at Kalmar is situate near the boundary line between Manitoba and Ontario, and it is hoped that a connection will be made this winter (winter being more favorable) with the meridian from the North-West Angle, and thereby determine the geographical position of the boundary line.

The astronomic station at Port Arthur will give a desirable opportunity of eventually connecting it with the primary triangulation of the United States' Lake Survey.

Thanks are again due to the Canadian Pacific Railway Company for the use of its line in connection with longitude work, and also to the officers at the various stations for their hearty co-operation.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

OTTO J. KLOTZ, *D. T. S.*

E. Deville, Esq.,
Surveyor-General, Ottawa.

No. 4.

REPORT OF J. S. DENNIS, INSPECTOR OF SURVEYS.

INSPECTION AND CORRECTION OF SURVEYS.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd December, 1887.

SIR,—I have the honor to submit the following report of the surveying operations in the North-West Territories, under my charge during the past season, which were performed in accordance with your instructions dated the 12th May, 1887.

Leaving Ottawa on the 16th of May, I proceeded to Moose Jaw, N.W.T., at which point the staff under my immediate control, consisting of two full parties, in charge of Mr. McAree, D.T.S., Mr. Driscoll, D.L.S (as my assistant) and five (5) sub-parties under Messrs. Kirk, Freeman, Traynor, Brownjohn, and du Tremblay, Dominion Land Surveyors, were to assemble.

The work to be performed consisted of corrections to existing surveys at different points throughout the Territories, rendered necessary by errors in the original surveys, the removal of the posts and mounds defining the river lots which were laid out along the North and South Saskatchewan, the Red Deer, and other rivers at the time of the sub-division surveys of the townships adjoining these rivers, and the examination of the contract surveys of this season.

An allotment of the work having been made to the different parties, and the necessary transport, supplies, &c., being provided, the sub-parties started to work from Moose Jaw, and Messrs. McAree and Driscoll proceeded to Calgary, making that their starting point.

The field work was continued as late as possible; most of the parties had left for home before the 15th of November, the date of my return to the office. Mr. McAree, however, remained in the field until late in the present month.

Mr. du Tremblay, being dissatisfied with the work given him, only remained in the field for a few days, and then returned home.

The work performed.

The work accomplished during the season may be summarized as follows:—

Correction surveys were effected in 63 townships.

The posts and mounds defining the river lots were removed in 139 townships.

Six contract surveys were examined.

Small triangulation surveys in connection with astronomical determinations were effected at Winnipeg and Wapella station.

Original surveys were made of Fractional Township 3, Range 25, W. 4th I. M., and of the trail between Medicine Hat and Dunmore.

In those contracts in which the work had been proceeded with, it was found to have been fairly and honestly performed. I have already reported to you fully the result of these examinations.

The fractional township sub-divided (viz., Township 3, Range 25, W. 4) is the one occupied by the colony of Mormons, who have lately come to the Territories, and in reference to whom I reported to you under date 13th September last.

The trail survey is of that portion of the Fort Walsh trail between Medicine Hat and Dunmore, and was effected in compliance with the request of the Lieutenant Governor of the Territories, and your authority, so as to fix the crossings of Seven Persons River and Ross Creek by the trail, to enable the construction of bridges at these points to be proceeded with.

During the season, with the assistance of the party working under Mr. Driscoll, I personally re-surveyed the 5th Initial Meridian, through Townships 4, 5, 6, 7 and 8, and examined five contract surveys; the remainder of my time was taken up in visiting the different sub-parties and arranging for supplies, &c. I also completed arrangements for the survey of the disputed portions of the McLeod and Bow River bottom trails, in the vicinity of Calgary, by Mr. Green, and made two trips to Regina, to consult with His Honor the Lieutenant Governor regarding these and other trails under survey. Several matters in connection with the general surveys in progress were attended to, in reference to which I reported to you from time to time.

The returns of the season's work are being prepared as rapidly as possible, but as there are some hundred and ninety plans, with their accompanying notes, &c., to be prepared, entered, &c., it will take some time to complete them.

Certain townships along the Battle River were visited during the season by Mr. McAree, for the purpose of removing the posts and mounds defining the river lots. He found these lots, in many cases, occupied by half-breeds, and in compliance with instructions, he did not remove the boundaries of any lot so occupied. In all cases where river lots were found to form a portion of a quarter-section occupied, the written consent of the occupant was obtained before the posts and mounds defining the lot were removed.

A number of photographs were taken during the summer, the negatives being returned to the office to be developed, and a few magnetic observations were procured, the returns of which will be completed as soon as possible.

General Remarks.

During the season I visited the larger portion of the south and western part of the Territories, and was thus enabled to note many of the changes and improvements which had taken place since my visit in 1886.

The Territories in common with Manitoba experienced a very favorable season both as regards temperature and rainfall, and the fact which has often been stated, and to which I referred in my report of last season, that the district traversed by the Canadian Pacific Railway, through the Territories, only required a sufficient rainfall to produce excellent crops, has been conclusively proved this year by the magnificent crops of grain and roots grown at all points along the railway line through the Territories.

I had an opportunity of attending several of the agricultural shows held at points along the railway line this fall, and although I knew the great productiveness of the soil, I was astonished to see some of the specimens of roots and grain exhibited.

Another pleasing evidence of the prosperity and development of the Territories is the rapid growth of Calgary and other centres of trade; in fact Calgary has improved so much within the last year that it reminds one of Winnipeg in its rapid advance from a small village to a thriving town, with modern conveniences of electric light, &c.

Losses of Cattle.

The winter of 1886-87 was in the Territories, as it was in fact all over Northern America, an exceedingly severe one, and was accompanied by an unusually heavy fall of snow; as a consequence in many districts the losses of cattle were heavy. It is very difficult to arrive at a close estimate of the percentage of loss, but reliable figures will no doubt be furnished the Department on this subject by the officers connected with the grazing branch.

I travelled through the larger portion of the grazing district during the summer and was surprised to find the hopeful feeling which existed among the ranchmen, in spite of the heavy losses which they had sustained, and this feeling was greatly strengthened by the successful shipment of range cattle to Montreal this fall, and the fair prices realized from their sale.

Prairie Fires.

One of the chief difficulties experienced by settlers and ranchemen is the prevention of prairie fires, which seem to occur each fall, in spite of the greatest care, and the imposition of heavy fines for starting them. The danger from this source during the past season was greatly increased, owing to the exceptionally long growth of grass, and many disastrous fires occurred destroying, in cases which came under my notice, not only the grass but also the hay provided by ranchemen to assist in wintering their cattle.

From observation I am satisfied that many of the most disastrous fires are started by sparks from the railway locomotives. This source of danger will increase with the extension of the railway system, and something should be done to minimize this source of danger, by forcing the railway companies to fit their locomotives with fine screens to arrest the sparks. An experiment, having in view the prevention of fires originating from the last mentioned source, was tried this season in the Maple Creek district by the settlers, assisted by the Mounted Police and the railway company. It consisted of ploughing a couple of furroughs on each side of the railway track, about 100 yards distant from and parallel to it, and then burning the grass between the furroughs and the track; but it did not succeed, as the whole district was burnt over by a fire which originated from a spark, from a locomotive, which had been carried by the wind outside the burnt strips.

Trails and Trail Surveys.

The larger portion of the main trails throughout Manitoba and the Territories have now been surveyed, but there still remain a number of important trails requiring survey, among which are the North Blackfoot trail, from Blackfoot Crossing to Calgary, the North and South Morleyville trails, between Calgary and Morleyville, and the trails from Fort McLeod to Pincher Creek and Fort McLeod to Lethbridge. A portion of each of these trails passes through settled country, and the longer the survey is delayed the greater the difficulty of satisfying the persons occupying lands through which the trail passes, as to location, &c., will become.

As you are aware, many difficulties were experienced this season in satisfying settlers as to the location of the trails under survey in the vicinity of Calgary, and I would recommend that the policy which was adopted there, of having a surveyor authorized by the Lieutenant Governor to represent him, to act with the representative of the Department in visiting the disputed points and completing the necessary arrangements on the ground, be adopted in all future cases of disputes regarding locations of trails; for I am satisfied that, in the cases of the disputed portions of the Calgary-Fort McLeod trail, and the South Blackfoot trail, surveyed this season, had we not been in a position to go on the ground and meet the parties interested, with power to complete a mutually satisfactory arrangement, many of the disputed portions of these trails would be still unsurveyed.

One of the difficulties experienced in connection with the settlement of questions of the location of trails in disputed localities, is the want of knowledge of the extent to which deviations from old, or original trails, can be made. In many cases an advantageous straightening of the trail could be effected, but as it would necessitate the departure, to a greater or less extent, from the old trail, the objection of any one settler interested prevents its adoption. As most of the future trail surveys are likely to be of trails in connection with the location of which disputes will arise, I would suggest that a memorandum be prepared setting forth the extent to which

trails may be straightened, or the most advantageous location adopted. I would also recommend that in all future surveys of trails the new system of marking points by iron bars and pits, instead of posts and mounds, be adopted, as there is always a certain amount of travel with horses and cattle along these trails, and as a consequence the mounds are thrown down and obliterated.

Indian Reserves.

In many cases where corrections to existing surveys, or new surveys, are to be performed in townships adjoining or in the vicinity of Indian reserves, trouble is experienced, owing to the meagre information which we at present have regarding the location and boundaries of many of these reserves; and the necessity for a small pamphlet containing plans of all the Indian reserves, with a description by metes and bounds of each, becomes apparent to any one making surveys adjoining or in the vicinity of these reserves, and who has seldom anything but the information procurable on the ground in reference to boundaries to guide him. I would respectfully recommend that the Department of Indian Affairs be asked to provide us with something of this kind, or to give us the information necessary to enable a reference in the above mentioned form to be prepared for use in the operations of this office.

New System of Marking Corners.

This being the first opportunity since its adoption of reporting on the working of the new system of marking corners in sub division and other surveys in the grazing districts, a few remarks on the subject may be of interest. Some of the townships in the southern district which were sub-divided this year were overrun at the time of survey, or almost immediately after, by large bands of cattle. I visited the townships some time after the completion of the survey, and careful investigation proved the system of posts and pits, instead of posts and mounds, to mark corners in districts likely to be overrun by cattle, a good one, the posts cannot be knocked down and the more the cattle paw the pits the better mark they make. In the townships above referred to, the cattle had in many cases tried to knock down the posts by rubbing against them, and to destroy the pits by pawing, but their efforts had not in any way destroyed the marks.

Sub-division Surveys Necessary.

From my own observation and information received during the season of townships which require sub-division, I would respectfully recommend that the following townships be sub-divided during the coming season if possible.

Township 3, Range 24, W. 4th I.M.
Fractional Township 3, Range 26, W. 4th I.M.
do do 5 do 30 do
Township 12, Range 29, W. 4th I.M.
do 12 do 30 do
do 13 do 29 do
do 13 do 30 do
do 26 do 5 5th
do 26 do 6 do

There is more or less settlement in each of these townships, and the squatters are anxious to have them sub-divided. It is possible that some of the townships mentioned may be covered by grazing leases, which prevent their sub-division being proceeded with.

General remarks regarding the Corrections of Surveys in the North-West.

During the past two years I have been investigating and correcting, both in the office and the field, the errors which have occurred in the surveys in the North-West, and a few remarks regarding the result of the investigation may be useful.

The errors may be said to be of two kinds (1) those due to errors in azimuth of lines, and (2) those due to careless chaining. In the case of the first mentioned the surveyor is to blame, but those errors due to careless chaining may be said to be owing to the fact of every surveyor being in the hands of his chainmen and of his inability to at all times oversee their work.

A number of errors have been made in the determination of the intersection of rivers by lines crossing them, and this is due in a great measure, no doubt, to the the practice of carrying the line across the valleys of rivers by large triangles, and leaving the intermediate space to be filled in by an assistant. Another series of errors is due to the manner in which outline surveyors effected the check between the outlines from the north and south closing on correction lines; in many cases this check has been carelessly performed, and the subsequent sub-division surveys have proved the road allowance at these points to be too wide or the meridians have overlapped each other.

There have of course been errors in some of the sub-division surveys, but the number of these in proportion to the great number of surveyors employed is very small, and as a whole the sub-division surveys have been well performed.

Our system of survey prevents the effect of errors being carried beyond the township in which they occur, if in the sub-division, or to the closing correction line, if on the outline; and my investigations of this subject prove our surveys on the whole to have been exceedingly well performed, and the results may well be looked upon by the Department with pride.

For convenience of reference a list of the correction surveys effected up to date is attached

The reports of Messrs. Kirk, Driscoll, Brownjohn, Traynor and Freeman, Dominion Land Surveyors, who had charge of sub-parties during the season are forwarded herewith; the report of Mr. McAree will be forwarded to you direct.

In conclusion I beg to say that the work assigned to the different surveyors working under my instructions was performed in a satisfactory manner.

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS,

Inspector of Surveys.

The Surveyor General,
Department of the Interior, Ottawa.

List of Correction Surveys effected in Manitoba and North-West Territories, to date.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
3	32	1	Jno. McLatchie.	1886	Remeasurement of lines, &c.
4	30	4	J. S. Dennis.....	1886	Part 2nd Base rechained.
4	30	4	do	1887	North boundary and part West boundary resurveyed.
5	30	4	do	1887	West boundary (5th Initial Meridian) resurveyed.
6	30	4	do	1887	West boundary (5th Initial Meridian) and part North boundary resurveyed.
7	30	4	do	1887	West boundary (5th Initial Meridian) and part South boundary resurveyed.
7	1	5	do	1887	South boundary resurveyed.
8	1	3	do	1886	Post moved to correct position.
8	26	4	A. Driscoll.....	1887	Western outline resurveyed.
8	24	4	J. A. Kirk	1887	River lot posts and mounds removed.
8	22	4	do	1887	do do
8	25	4	do	1887	do do
8	21	4	do	1887	do do
8	30	4	J. S. Dennis.....	1887	West boundary (5th Initial Meridian) resurveyed.
9	21	4	J. A. Kirk.....	1887	River lot posts and mounds removed.
9	24	4	do	1887	do do
9	27	4	do	1887	do do
9	22	4	do	1887	do do
9	23	4	do	1887	do do
9	25	4	do	1887	do do
9	26	4	do	1887	do do
10	25	3	J. S. Dennis.....	1886	1 Base at North-West corner moved.
10	12	4	do	1886	1 Base at North-East corner moved.
10	16	4	J. A. Kirk.....	1887	North boundary resurveyed.
10	17	4	do	1887	do do
10	17	4	do	1887	River lot posts and mounds moved.
10	16	4	do	1887	do do
10	20	4	do	1887	do do
10	25	4	do	1887	do do
11	16	4	do	1887	South boundary resurveyed.
11	17	4	do	1887	do do
11	11	4	do	1887	River lot posts and mounds removed.
11	12	4	do	1887	do do
11	13	4	do	1887	do do
12	7	4	J. S. Dennis.....	1886	Position of river determined.
12	8	4	J. A. Kirk	1887	River lot corners removed.
12	10	4	do	1887	do do
12	11	4	do	1887	do do
12	13	4	do	1887	do do
12	6	4	do	1887	do do
12	5	4	do	1887	do do
12	12	4	do	1887	do do
12	7	4	do	1887	do do
13	5	4	J. S. Dennis.....	1886	Position of river determined.
13	6	4	J. A. Kirk.....	1887	River lot corners removed.
13	12	4	J. S. Dennis.....	1886	Position of river determined.
13	7	4	J. A. Kirk	1887	River lot corners removed.
13	8	4	do	1887	do do
13	14	4	do	1887	do do
13	5	4	do	1887	do do
13	12	4	do	1887	do do
13	13	4	do	1887	do do
13	9	4	do	1887	do do
13	10	4	do	1887	do do
14	13	4	do	1887	do do
14	5	4	do	1887	do do
14	14	4	do	1887	do do
14	15	4	do	1887	do do
14	16	4	do	1887	do do
15	5	4	J. S. Dennis	1886	Position of river determined.

List of Correction Surveys effected in Manitoba and North-West Territories, to date—*Continued.*

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
15	5	4	J. A. Kirk.....	1887	River lot corners removed.
15	15	4	do	1887	do do
15	16	4	do	1887	do do
16	13	3	J. S. Dennis.....	1886	Position of Canadian Pacific Railway determined.
16	5	4	J. A. Kirk.....	1887	River lot corners, West side river, removed.
16	16	4	J. A. Kirk	1887	River lot corners removed.
16	5	4	J. S. Dennis.....	1886	River lot corners, East side river, removed.
17	5	4	do	1886	Position of river determined.
17	4	4	do	1886	River lot corners, East side river, removed.
17	4	4	J. A. Kirk.....	1887	do West do
17	3	4	do	1887	River lot corners removed.
17	5	4	do	1887	do do
17	16	4	do	1887	do do
17	17	4	do	1887	do do
17	18	4	do	1887	do do
18	28	1	Jno. McLatchie.	1886	Traverse of lake.
18	29	3	J. S. Dennis	1886	Mounds built.
18	3	4	do	1886	Position of river determined.
18	18	4	J. A. Kirk.....	1887	River lot corners removed.
19	27	3	J. S. Dennis.....	1886	Mounds moved.
19	2	4	do	1886	Position of river determined.
19	4	4	do	1886	Eastern outline resurveyed.
19	3	4	do	1886	Western outline resurveyed.
19	12	3	N. R. Freeman...	1887	River lot corners removed.
19	15	3	do ...	1887	do do
19	16	3	do ...	1887	do do
19	17	3	T. Brownjohn....	1887	do do
19	18	4	J. A. Kirk.....	1887	do do
19	2	4	J. S Dennis.....	1886	River lot corners, East side river, removed.
20	1	4	do	1886	Position of river determined.
20	8	3	N. R. Freeman...	1887	River lot corners removed.
20	9	3	do ...	1887	do do
20	10	3	do ...	1887	do do
20	12	3	do ...	1887	do do
20	13	3	do ...	1887	do do
20	14	3	do ...	1887	do do
20	15	3	do ...	1887	do do
20	16	3	do ...	1887	do do
20	17	3	T. Brownjohn....	1887	do do
20	28	4	A. Driscoll	1887	Wood posts replaced by iron on North boundary.
20	29	4	do	1887	do do do
21	9	2	G. B. Abrey.....	1886	Traverse of lakes.
21	10	2	do	1886	do
21	22	2	J. S. Dennis.....	1886	Traverse part of Long Lake.
21	7	3	N. R. Freeman...	1887	River lot corners removed.
21	8	3	do ...	1887	do do
21	9	3	do ...	1887	do do
21	17	3	T. Brownjohn....	1887	do do
21	18	3	do ...	1887	do do
21	25	4	A. Driscoll.....	1887	do do
21	26	4	do	1887	do do
21	27	4	do	1887	do do
21	28	4	do	1887	do do
21	23	2	J. S Dennis.....	1886	Traverse part of Long Lake.
21	7	4	I. Traynor.....	1887	Interior lines rechained.
21	8	4	do	1887	do do
21	9	4	do	1887	do do
21	12	4	do	1887	Position of river determined.
22	9	2	G. B. Abrey	1886	Traverse of lake.
22	1	4	J. S. Dennis.....	1886	Position of river determined.
22	2	4	do	1886	do do
22	4	4	do	1886	do do

List of Correction Surveys effected in Manitoba and North-West Territories, to date—*Continued*.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
22	26	4	A. Driscoll.....	1887	North boundary resurveyed.
22	27	4	do	1887	do do
22	7	3	N. R. Freeman...	1887	River lot corners removed.
22	8	3	do ...	1887	do do
22	18	3	T. Brownjohn....	1887	do do
22	19	3	do ...	1887	do do
22	1	4	I. Traynor.....	1887	do do
22	2	4	do	1887	do do
22	4	4	do	1887	do do
22	3	4	do	1887	River lot corners removed.
22	5	4	do	1887	do do
22	6	4	do	1887	do do
22	15	4	do	1887	do do
22	25	4	A. Driscoll.....	1887	do do
22	28	4	do	1887	do do
22	29	4	do	1887	do do
22	1	5	do	1887	do do
22	10	4	I. Traynor	1887	do do
22	12	4	do	1887	do do
22	14	4	do	1887	do do
22	29	4	A. Driscoll	1887	West boundary, sections 20, 29 and 32, resurveyed
22	7	4	I. Traynor	1887	Interior lines remeasured.
22	8	4	do	1887	do do
22	23	2	N. R. Freeman..	1887	Part shore Long Lake traversed.
23	3	4	J. S. Dennis	1886	Position of river determined.
23	7	4	do	1886	do do
23	26	4	A. Driscoll.....	1887	South boundary resurveyed.
23	27	4	do	1887	do do
28	7	3	N. R. Freeman...	1887	River lot corners removed.
23	19	3	T. Brownjohn ...	1887	do do
23	20	3	do ...	1887	do do
23	21	3	do ...	1887	do do
23	22	3	do ...	1887	do do
23	23	3	do ...	1887	do do
23	24	3	do ...	1887	do do
23	25	3	do ...	1887	do do
23	26	3	do ...	1887	do do
23	1	4	I. Traynor.....	1887	do do
23	2	4	do	1887	do do
23	4	4	do	1887	do do
23	7	4	do	1887	do do
23	8	4	do	1887	do do
23	15	4	do	1887	do do
23	29	4	A. Driscoll.....	1887	do do
23	14	4	I. Traynor.....	1887	do do
23	1	5	A. Driscoll..	1887	do do
23	29	4	do	1887	Position of Bow River determined.
24	5	3	N. R Freeman...	1887	River lot corners removed.
24	6	3	do ...	1887	do do
24	7	3	do ...	1887	do do
24	21	3	T. Brownjohn ...	1887	do do
24	22	3	do ...	1887	do do
24	23	3	do ...	1887	do do
24	24	3	do ...	1887	do do
24	29	4	A. Driscoll..	1887	do do
24	1	5	do	1887	do do
24	2	5	do	1887	do do
25	29	2	A. C. Webb	1886	Posts moved and lines re-run.
25	5	3	N. R. Freeman...	1887	River lot corners removed.
25	6	3	do ...	1887	do do
26	29	2	A. C. Webb	1886	Posts moved, &c.

List of Correction Surveys effected in Manitoba and North-West Territories, to date—*Continued.*

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
26	6	3	N. R. Freeman...	1887	River lot corners removed.
26	7	3	do ...	1887	do do
26	21	4	I. Traynor.....	1887	North boundary resurveyed.
26	17	4	do	1887	Position of river determined.
27	29	2	A. C. Webb	1886	Posts moved.
27	7	3	N. R. Freeman...	1887	River lot corners removed.
28	7	3	do ...	1887	do do
28	8	3	do ...	1887	do do
31	28	4	Jno. McAree	1887	Measurement of closings.
31	28	4	A. Driscoll.....	1887	South boundary resurveyed.
34	1	5	Jno. McAree.....	1887	Checked closing on correction line.
35	1	5	do	1887	do position ¼-section post.
36	28	4	do	1887	River lot corners removed.
37	28	4	do	1887	Position of river determined.
39	27	4	Jos Doupe	1886	Remeasurement of lines.
39	27	4	Jno. McAree.. ...	1887	do North and South boundaries.
42	27	2	A. C. Webb	1886	Lines re-run.
42	13	3	Jos. Doupe	1886	Resurvey of outline.
42	14	3	do	1886	do
42	13	3	Jno. McAree.....	1887	Resurvey of interior lines.
43	14	3	Jos. Doupe.	1886	do outline.
43	14	3	Jno. McAree.....	1887	do East boundary.
43	19	3	do	1887	Rechained East boundary.
44	4	3	Jos. Doupe	1886	Lines bounding H. B. Co.'s Reserve re-run.
44	13	3	do	1886	Resurvey of outline.
44	14	3	do	1886	do
44	14	3	Jno. McAree.....	1887	Resurvey of East outline.
43	19	3	do	1887	Rechained East boundary.
45	21	2	Jos. Doupe	1886	Traverse in South-West corner of township.
45	22	2	do	1886	do South-East do
45	19	4	Jno. McAree.....	1887	River lot corners removed.
45	20	4	do	1887	do do
45	22	4	do	1887	do do
45	23	4	do	1887	do do
45	4	3	Jos. Doupe	1886	Survey of boundaries H. B. Co.'s Reserve.
45	24	4	Jno. McAree.....	1887	Substituted iron for wood posts.
45	19	3	Jos. Doupe	1886	North boundary resurveyed.
46	22	4	Jno. McAree.....	1887	River lot corners removed.
46	20	4	do	1887	do do
46	21	4	do	1887	do do
46	18	3	do	1887	North boundary resurveyed.
46	20	4	do	1887	Position of river on West boundary determined.
47	25	4	do	1887	Substituted iron for wood posts.
47	24	4	do	1887	do do
47A	25	2	Jos. Doupe	1886	Traverse Saskatchewan River.
48	28	3	do	1886	Resurveying North-East portion of township.
48	25	3	Jno. McAree.....	1887	Substituted iron for wood posts.
48	24	4	do	1887	do do
48	25	4	do	1887	do do
49	28	3	Jos. Doupe	1886	Resurvey of part of township.
45	29	3	do	1886	do Section 24.
50	25	3	do	1886	do portion of East outline.
50	26	4	Jno. McAree.....	1887	River lot corners removed.
50	28	4	do	1887	East boundary of Sections 3, 10, 15, 22, 24 and 27 surveyed.
51	26	4	do	1887	River lot corners removed.
51	26	3	do	1887	Rechained South boundary.
51	17	4	do	1887	Completed survey of Sections 5 and 8.
51	25	4	do	1887	North boundary of Sections 31 and 32 surveyed.
52	28	4	do	1887	do surveyed.
52	1	5	do	1887	do of Sections 19 to 24 resurveyed.
53	18	4	do	1887	Determined position of Beaver Creek.

List of Correction Surveys effected in Manitoba and North-West Territories, to date—*Continued.*

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
54	26	4	Jos. Doupe	1886	Traverse in Section 31.
54	27	3	Jno. McAree.....	1887	Post planted adjoining I. R.
54	14	4	do	1887	Remeasured "jog" at North-East corner.
55	19	4	do	1887	Surveyed South boundary.
55	18	4	do	1887	do West part of South boundary.
55	26	4	do	1887	do Eastern outline.
55	25	4	do	1887	Retraced and measured East boundary.
56	20	4	do	1887	Surveyed North boundary.
56	26	4	do	1887	do East do
56	25	4	do	1887	Rechained East boundary of Sections 1 and 12.

J. S. DENNIS,
Inspector of Surveys.

Department of Interior,
Ottawa, 19th January, 1888.

EXTRACT *from a Report of J. S. Dennis, Inspector of Surveys, on the Mormon Colony in Township 3, Range 25, west of 4th Meridian.*

For the information of the Departement, I beg to say that I found the Mormon colony to consist of twelve families, or about sixty souls, most of whom arrived in the country in June last, coming overland from Utah. The colony will be considerably increased in numbers on the arrival of some families, now on the road from Utah to join it.

Those at present here are all settled in fractional Township 3, Range 25, W. 4th I.M. They are in hopes of having a sufficient number of families settled in this township this fall to enable them to avail themselves of the provisions of clause 37 of the Dominion Lands Act, regarding the location of their houses as a village, and with this in view, they have put all their buildings at present erected on the N. ½ of section 9, the homestead and pre-emption claim of C. O. Card, the head man of the colony. These buildings consist of thirteen houses and a number of stables, corrals, &c.

The colony is farming as a community, and they have about sixty acres planted with grain, and some five acres of garden, in which vegetables of all kinds have been most succesfully grown. The grain crop consists of wheat, oats, barley, &c., all of which promise a very abundant yield.

They have also some valuable cattle and horses, which they brought with them from Utah.

Any person visiting the colony cannot help being struck with the wonderful progress made by them during the short time they have been in the country, and I may say that I have never seen any new settlement where so much has been accomplished in the same length of time. I am satisfied that they are an exceedingly industrious and intelligent people, who thoroughly understand prairie farming.

There is, however, something to be said against the encouragement of the immigration of these people in large numbers. In the first place there is no doubt that some of those at present here are fugitives from justice in the United States, in consequence of their having practised polygamy. They speak of having left valuable farms in Utah, without assigning any reason for their immigration.

Again, it is a well known fact, proved by the experience of persons who have lived among them in the United States, that while Mormons are in the minority in a settlement, they are very good neighbors, but they become very intolerant as soon as they become the majority; and while these people say that they have come to our Territories with the intention of obeying the law, they still are proud of being known as Mormons, and to the question of whether they practice or profess polygamy they return no answer, but say they believe in the Mormon articles of faith, a copy a which was given me by Mr. Card, and is herewith enclosed. These articles of faith of course authorize polygamy.

While fully realizing that the desire of the Department is to encourage rather than throw obstacles in the way of immigration of good settlers into our Territories, I cannot help feeling that some decisive action should be taken in the beginning to prevent the growth in this new country of a power, that beginning just in such a small way in the United States, has for years set the law at defiance.

No doubt the subject will receive due consideration by the Department before an extensive colony of these people immigrate from Utah, which is likely to occur very soon, if those at present here are successful.

Although this question is one entirely outside of my duties, I thought it right, being the first officer of the Department who had visited the colony, to forward any facts which might be of use to the Department.

ARTICLES OF FAITH *of the Church of Jesus Christ of Latter-day Saints.*

1. We believe in God, the Eternal Father, and in His Son, Jesus Christ, and in the Holy Ghost.

2. We believe that men will be punished for their own sins, and not for Adam's transgression.

3. We believe that through the atonement of Christ, all mankind may be saved, by obedience to the laws and ordinances of the Gospel.

4. We believe that these Ordinances are: First, Faith in the Lord Jesus Christ; second, Repentance; third, Baptism by immersion for the remission of sins; fourth, Laying on of hands for the Gift of the Holy Ghost.

5. We believe that a man must be called of God, by "prophecy and by the laying on of hands," by those who are in authority to preach the Gospel and administer in the ordinances thereof.

6. We believe in the same organization that existed in the primitive church, viz., apostles, prophets, pastors, teachers, evangelists, &c.

7. We believe in the gift of tongues, prophecy, revelation, visions, healing, interpretation of tongues, &c.

8. We believe the Bible to be the word of God, as far as it is translated correctly; we also believe the Book of Mormon to be the word of God.

9. We believe all that God has revealed, all that He does now reveal, and we believe that He will yet reveal many great and important things pertaining to the Kingdom of God.

10. We believe in the literal gathering of Israel, and in the restoration of the Ten Tribes. That Zion will be built upon this continent. That Christ will reign personally upon the earth, and that the earth will be renewed and receive its paradisic glory.

11. We claim the privilege of worshiping Almighty God according to the dictates of our conscience, and allow all men the same privilege, let them worship how, where or what they may.

12. We believe in being subject to kings, presidents, rulers and magistrates, in obeying, honoring and sustaining the law.

13. We believe in being honest, true, chaste, benevolent, virtuous, and in doing good to *all men;* indeed we may say that we follow the admonition of Paul, "We believe all things, we hope all things," we have endured many things, and hope to be able to endure all things. If there is anything virtuous, lovely or of good report or praiseworthy, we seek after these things.—JOSEPH SMITH.

Published by the Deseret Sunday School Union, Salt Lake City, 1878.

No. 5.

REPORT OF JOHN McAREE, D.T.S.

INSPECTION AND CORRECTION OF SURVEYS.

TORONTO, 18th January, 1888.

SIR,—I have the honor to submit the following general report upon the work of corrections to existing surveys and inspection of sub-division survey contracts during the past season.

In compliance with your instructions I proceeded to Winnipeg, and on the 24th May reported myself to Mr. J. S. Dennis, Inspector of Surveys. On the 25th I assisted him in performing a small triangulation in connection with the Observatory at Winnipeg. On the 26th I went west, and the next day made a survey to connect the 2nd Initial Meridian with the telegraph office at Wapella.

I arrived at Calgary on the 28th inst., where I fitted out and completed my party for the season's survey. On the 7th June, having received detailed instructions from the Inspector of Surveys, we left Calgary for Edmonton.

In this report it is not expected, I presume, that I should enumerate all the points at which I was engaged during the season. I may say, however, that my work consisted in making corrections, checking over measurements, supplying omissions, &c., in townships already surveyed, obliterating certain "river lot" surveys, and inspection of work performed under contract.

My first work was checking the measurement of the closing distance on the correction line at the north-east corner of Township 34, Range 2, west of the 5th initial meridian, the sub-divider having given the distance as 40·25 chains, while the outliner made it 40·658 chains; I found the former to be correct. I then proceeded to check the position of the quarter-section post on the northern boundary of section 11, Township 35, Range 1, west of the 5th initial meridian. Next I determined the position of the Red Deer River on the north and east boundaries of Township 36, Range 28, west of the 4th initial meridian. Then we removed the posts and levelled the mounds, marking the corners of the river lots in Township 37, Range 28, west of the 4th initial meridian, having first obtained, according to instructions, the written consent of the occupants to the work of obliteration in cases where the lot was occupied.

Our next work was investigating an error committed in the sub-division of Township 39, Range 27, west of the 4th initial meridian, in which the sum total of the distances along the north and south lines differed too much from the theoretical length. It appeared to me that the only way to discover the error was to re-chain the whole of any line in question; this I did for each north and south line, and discovered that the error arose most probably from the chain used on the original work having been too long, the error being distributed so generally, and much of the ground was so broken that I concluded that it would not be advisable to move any of the posts, but to keep the notes of my chaining so that they might be available for the correction of the plan, if this should be determined upon.

We next proceeded to Battle River, were we removed the posts and mounds from the corners of river lots in Townships 46, Ranges 20, 21 and 22, and Township 45, Ranges 19, 20, 21 and 22, and located the river on the east boundary of Township 46, Range 21, west of the 4th initial meridian. On some of the river lots here there were settlers or settlers' houses, chiefly of Indians or half breeds; the posts

and mounds of these lots were not disturbed. Our next work was substituting iron posts and tins for wooden posts at certain section corners in Townships 47 and 48, Ranges 24 and 25, and Township 45, Range 24, all west of the 4th initial meridian.

From the vicinity of Battle River we proceeded to Edmonton, and after a day spent in repairs to outfit and in procuring fresh supplies, we proceeded and resurveyed the east boundaries of Townships 55 and 56, Range 26, of Sections 1 and 12 in Township 56, Range 25, and of Township 25, all west of the 4th initial meridian. We removed the posts and destroyed the mounds on the rejected east boundaries of Townships 55 and 56, Range 26.

Returning a second time to Edmonton, we took the trail along the right bank of the Saskatchewan River until we came to the point where the road branches off towards Beaver Lake, where we struck north through the woods and dry or partially dry marshes. We resurveyed the north boundary of Township 56, Range, 20, west of the 4th initial meridian, and found it to be correct.

We now proceeded southwards and re-ran and posted the south boundary of Township 55, Range 19, west of the 4th initial meridian; located Beaver Creek on the east boundary of Township 53, Range 18; thence proceeding to the south end of Beaver Lake to complete the survey of a couple of sections there, and thence to the north east corner of Township 54, Range 14, west of the 4th initial meridian to check the measurement of the jog. This proved to be a very tedious piece of work, on account of the line being across a long marshy lake, combined with the fact that the tin was gone from the post in the witness mound at the west end of the jog, necessitating the re-running of the two miles adjoining the west end of the jog: this line being through an inaccessible marsh and lake it took a good while to finish the work.

Our next work was in the neighborhood of Fort Pitt, and south-east towards Battleford. On the 1st November we took our horses and carts across the ice on the North Saskatchewan River at Battleford, and proceeded eastward to Goose Lake in the north-west portion of Township 43, Range 13, west of the 3rd initial meridian. We re-ran the east boundaries of Townships 43 and 44, Range 14, and re-chained the two interior east and west lines in Township 42, Range 13. As contract No. 4 was in this neighborhood, I inspected the townships composing it, viz., Township 43, Range 14, and Townships 46, Ranges 15 and 16, all west of the 3rd initial meridian. The field notes and plans of this inspection, I shall have the honor of submitting subsequently to this report, but I may here remark that I found the work on the portions of the contract examined to have been accurately done and in a workmanlike manner.

Having re-surveyed the north boundary of Township 46, Range 18, with much difficulty, we recrossed the Saskatchewan Mooninis Crossing, and moved south to Battle River and made an examination of the east boundary of Townships 43 and 44, Range 19, west of the 3rd initial meridiam, which was reported to have errors both in azimuth and in chaining. Owing to cloudy weatherI could not obtain an observation for azimuth. I retraced, however, a portion of the 12th base immediately east of the north-east angle of Township 44, Range 19, and found that, as compared with the base, the line in question was not much in error as to direction; moreover, for three miles from the north-east angle of Township 44, it coincides in direction with about an equal distance along the east boundary of Township 45, the two pieces of line forming one continuous straight line. I next chained the east boundary of Township 44, and found errors where the surface was uneven, or departed much from the horizontal. There are a number of slopes in the first two miles, some of them very steep; it was here the errors occurred; no allowance appears to have been made for the slope of the ground; on the level the chaining was fairly correct. I chained only the northerly portion of the east boundary of Township 43, as although some error was found where the line crossed the gullies, as in the case of Township 44, on the level land the distances were correct. The soil was now frozen too deeply to permit of changing posts and mounds, even if errors of sufficient magnitude to warrant it had been discovered; consequently I did not make any alterations.

On the 1st December we arrived at Battleford; the season being now too far advanced to admit of any further field work being carried on, I was obliged to forego the completion of the amount of work assigned to me.

The snow now being deep and the weather stormy I was afraid of not being able to get the carts across the plains to Moose Jaw, and after consultation with people who were acquainted with the country, I concluded to store the carts and take "jumpers" for the journey to Moose Jaw. I was aware of the clause in the Manual forbidding the leaving of outfits at any other point than the regular Government depots; but in this instance it appeared impossible to observe the regulations.

On account of the stormy weather it was not until the 5th December that we started from Battleford, and owing to a delay in procuring oats at Saskatoon, and another delay occasioned by a severe storm on the plains, we did not reach Moose Jaw until the 21st December. I delivered the horses and outfit to Mr. Riddell, as authorized, and discharged my party on the following day.

On my arrival at Winnipeg I attempted to carry out your instructions with reference to making an astronomical observation to determine the azimuth of a side of the triangle connecting the observatory with the system of triangulation, using a seven-inch altazimuth instrument, supplied by Mr. Dennis. I regret very much to be obliged to confess that I failed to make the necessary observation, on account of the extremely cold weather, which caused the instrument to become so intractable under my manipulation, that despairing of securing the accurate work which was imperatively required, I abandoned the attempt, although my instructions stated that the azimuth in question was urgently needed. I decided, however, that it was better not to attempt the work at all, when I could not be reasonably sure of securing the most accurate result. I trust that the very inclement weather, and the fact that the instrument and the particular method prescribed of finding the azimuth were new to me in practice, will be accepted as some extenuation of my failure.

During the earlier part of the season our horses suffered severely from the venemous attacks of the bulldogs or deerfly, mosquitoes and blackflies.

In conclusion, I would say that I will proceed at once to make the necessary plans, &c., of the various correction surveys made by me, and transmit the same to you, together with my accounts, as soon as possible.

I have the honor to be, Sir,

Your obedient servant,

JOHN McAREE, *D.T.S.*

E. DEVILLE, Esq.,
Surveyor-General, Ottawa.

[PART II]

No. 6.

REPORT OF A. DRISCOL, D. L. S.

INSPECTION AND CORRECTION OF SURVEYS.

OTTAWA, 28th December, 1887.

SIR,—I have the honor to submit the following report of my summer's work.

On the 14th of May last I left Aylmer to work under your instructions in the North-West Territories during the summer. Arriving in Winnipeg some few days after I, in accordance with your instructions, hired the number of men required for the use of the several surveyors who were to work under your instructions. On your arrival I took the men and outfits to Moose Jaw, where we went into camp. Next day I went with Mr. Riddle to his ranche and brought in what Government horses had been left in his charge for the winter. I then allotted one man to each outfit, of which he was to take charge until the surveyor with whom he was to work during the summer arrived.

On your arrival I was placed in charge of the largest party, and proceeded to Calgary, where I received my outfit of horses and carts from Mr. Lineham. The ponies which we received were all very old ones, none of which I should judge being under twenty years of age, but notwithstanding their age and that they had wintered out during the previous severe winter, they were all in good condition, and I may say that though they had had a great deal of driving and rough work during the summer, they, with the exception of one old horse which we were compelled to shoot on account of his great age, were returned to Mr. Lineham in the fall in fair order.

I commenced work by removing the posts and mounds defining the river lots south of the Bow River, from and including Township 24, Range ?, west of 5th initial meridian, down to the Blackfoot Indian Reserve. I was prevented from going further than High River with my outfit, by the high water, and had to continue the work on foot, crossing the river in our canvas boat to work, which made it very slow and laborious.

While in camp here I replaced the wooden posts with iron ones, and cleared out the pits on the 6th base, in Ranges 28 and 29 west of the 4th initial meridian.

I then returned to Calgary, crossed the Bow River and removed the posts and mounds defining the river lots on the north side of the river, from Township 24, Range 2 west of 5th initial meridian, to the Blackfoot Indian reserve, and also ran the east boundary of Sections 19, 30 and 31, Township 22, Range 29, west of the 4th initial meridian, and determined the intersections of the 5th initial meridian with the Bow River in this township.

Leaving Calgary I met you, as instructed, at the intersection of the 5th initial meridian and 4th base. This point lies on the summit of one of the Porcupine Hills, and to reach it I followed up the valley of the North Fork of Trout Creek, which is really a beautiful valley. Some squatters have settled here and possess several fine dairy farms. The creek as the name implies is well stocked with trout, and timber of good quality is to be had for building purposes. The great drawback in this locality is summer frosts, which make it difficult to grow anything; their dairies, however, give them a much more plentiful and surer return than they would get from roots or grain. Vegetation is very luxuriant, and the supply of water plentiful and very pure, most squatters having a spring of great volume bubbling up at their doors. This valley is

where the settlers from the Fort McLeod district procured their large timber for building purposes.

On your finding the azimuth of the 5th initial meridian between the third and fourth base practically correct, you set out for its intersection with the 3rd base, and from this point I assisted you in running the 5th initial meridian to the 2nd base, and in examining Contract No. 1 adjoining this meridian; we then proceeded to sub-divide a portion of Township 3, Range 25, west of the 4th initial meridian.

I then took the party to Calgary, where I again met you and accompanied you to the Dog Pound Creek and assisted you in examining contracts numbers 2 and 3; you then left for Calgary and I proceeded to the 8th correction line and re-ran the south boundary of Township 31, Range 28.

This portion of the country is an undulating prairie and has been swept over by fire every few years, the destructiveness of which is here seen by numerous burnt clumps of young poplar, averaging about one inch in diameter and about six feet high, which furnished us with fuel and saved quite a trip, as the nearest wood was about fifteen miles distant.

Leaving once more for Calgary, I again moved down the Bow River and measured the intersection of the 5th initial meridian with the Bow River in Township 23, and continuing down I examined the east boundaries of Townships 21, 22 and 23, Range 27 west of 4th initial meridian, and, finding the error, moved the posts and mounds affected, which necessitated the re-running of the south boundaries of Townships 23, Ranges 26 and 27, also the north boundaries of Townships 22, Ranges 26 and 27, all west of 4th initial meridian, which I completed.

While at work here we labored under great disadvantages, having to drive about eleven miles to work, as wood and water were not to be had nearer than the river.

The soil in this district of country is very good, but it suffers from the great drawback of the want of wood and water.

During the latter part of the work I moved into Langdon, a station of the Canadian Pacific Railway, where there is a well of alkaline water, which the people very kindly allowed me to use for our horses, and supplied us with water drawn from the Bow River for our own use.

From Langdon I moved into Calgary, where the outfit was stored for the winter and the party paid off, retaining two men for the examination of two contracts in Manitoba. On the completion of these examinations I accompanied you home, since which time I have been assisting you in preparing the returns of the season's work.

I have the honor to be, Sir,

Your obedient servant,

A. DRISCOLL, Jun., *D.L.S.*

J. S. Dennis, Esq., D.T.S.,
Inspector of Surveys, Dept. of Interior,
Ottawa.

No. 7.

REPORT OF ISAAC TRAYNOR, D. L. S.

CORRECTION OF SURVEYS.

DUNDALK, ONT., 1st December, 1887.

SIR,—In compliance with instructions I proceeded to Moose Jaw, and, taking charge of the party and outfit assigned me, proceeded by way of Swift Current to the forks of the Red Deer and South Saskatchewan rivers, and completed some work in Township 22, Range 1 west of the 4th meridian on the east side of the South Saskatchewan River. In crossing the river a short distance north of the fork, I was delayed for a week before I could get my horses and outfit over.

The water in the river being a rushing torrent, against which our canvas boat was of very little use, we were somewhat delayed, and would probably have been delayed longer had I not found an old boat on the bank of the river, which I regained, and for which I also made a pair of oars. Thus equipped we managed to cross and worked westward examining and removing mounds, &c., in Townships 22 and 23, Ranges 1 to 8, on the north side of Red Deer River. We then crossed the Red Deer in Range 7 and worked eastward to the 4th initial meridian, from which point I went to Medicine Hat for a supply of provisions, and then proceeded to examine Townships 21 and 22, Ranges 7, 8, 9, by running and chaining a number of the lines, the result of which I have already reported.

I also examined and removed mounds on river lots in Townships 21 and 22, Range 10, south of the Red Deer, when I again returned to Medicine Hat for additional instructions, after receiving which I proceeded to Range 11, Township 21, and worked westward, examining and making correction surveys and removing mounds on river lots to Township 26, Range 22, west of the 4th initial meridian, where I completed the field work for the season and returned to Calgary to store my outfit.

I have the honor to be Sir,

Your obedient servant,

ISAAC TRAYNOR, *D. L. S.*

J. S. DENNIS, Esq., D. T. S.,
Inspector of Surveys,
Ottawa.

No. 8.

REPORT OF THOMAS C. BROWNJOHN, D. L. S.

CORRECTION OF SURVEYS.

CALGARY, ALBERTA, N.W.T., 29th October, 1887.

SIR,—I have the honor to report that, in compliance with your instructions, dated Moose Jaw, 27th May, 1887, I have obliterated the river lot mounds on the right and left banks of the South Saskatchewan River in the following townships west of the 3rd initial meridian, viz.:—Township 19, Range 17; Townships 20, 21, Range 17; Townships 21, 22, Range 18; Townships 22, 23, Range 19; Township 23, Range 20; Townships 23, 24, Range 21; Townships 23, 24, Ranges 22, 23, 24; Townships 23, Ranges 25, 26, and beg to submit the accompanying field notes and sketches. I found the water in the South Saskatchewan River, as I was informed, unusually high during the months of June, July and part of August, and consequently very rapid, rendering it quite dangerous to cross with the small canvas boat furnished us. The banks of the river were, for the most part, very broken, precipitous and rough. There was only a little wood or timber on comparatively few of the river lots, and but a few of them were fit for agricultural purposes.

I have the honor to be, Sir,

Your obedient servant,

THOMAS C. BROWNJOHN, *D.L.S.*

J. S. DENNIS, Esq., D.T.S.,
Inspector of Surveys,
Ottawa.

No. 9.

REPORT OF N. R. FREEMAN, D. L. S..

CORRECTION OF SURVEYS.

MILTON, QUEEN'S COUNTY, 19th December, 1887.

SIR,—Acting under instructions from the Surveyor General to report to you at Winnipeg I left Ottawa on the 3rd June and arrived at Winnipeg on the 7th; on my reaching there found you had left the week previous for Calgary, at which place I wired you and received an answer to report at once at Moose Jaw. I was detained in Winnipeg until the morning of the 9th waiting for Mr. Armstrong, who had been appointed my assistant. On my arrival at Moose Jaw 10th June, found carts loaded with provisions for a two months' cruise, and everything in readiness to proceed at once to the work on the South Saskatchewan River, where I had been appointed to remove the mounds and posts bounding the river lots from Range 16 to Range 8 inclusive, west of the third initial meridian. We reached the South Saskatchewan River at the crossing of the Battleford trail on the 25th, and on the 27th June started up the river to Range 16, Township 19, west of third initial meridian, and worked down the river to the landing. The river being very high, did not consider it advisable to use the canvas boat which you had furnished me, so had my outfit ferried across the river and removed all the mounds and posts set forth in my instructions on the north side of the river, finishing the same on the 20th of August. I then started across the country and struck the Battleford trail in Township 24, Range 16, west of third initial meridian, and proceeded by trail to the landing, removed the river lot bounds on the south side of the river as far down as Swift Current Creek, and then proceeded to Swift Current for supplies. While here my horses strayed, or were stolen, and after using every possible means to recover them, was compelled to wire you at Fort McLeod. Having secured other horses from you I left Swift Current on the 16th September, reaching my work on the 19th. I proceeded at once to remove the bounds of the river lots south of the river, and completed the same on the 14th October. The removal of the boundaries of these lots from Range 16 to Range 9 was very difficult, as numerous coulées ran up into the country and a number of the mounds were placed in the hills which, in most cases, were sand. I find that the sub-dividers in most instances made no distinction in their work, marking section and quarter-section corners as river lot bounds. In such cases I placed iron posts in section mounds and wooden posts in quarter section mounds. I also find that between the outline of the river lots no section or quarter-section mounds have been erected, leaving a space along the river unsurveyed. Having received instructions to proceed to Long Lake to make traverse in Township 22, Range 23, I proceeded there, made the traverse required, reaching Moose Jaw on the 4th November, which finished my work for the season of 1887.

Your obedient servant,

N. R. FREEMAN, *D. L. S.*

J. S. DENNIS, Esq., D.T.S.,
Inspector of Surveys,
Ottawa.

No. 10.

REPORT OF J. A. KIRK, D.L.S.

CORRECTION OF SURVEYS.

WINNIPEG, 6th December, 1887.

SIR,—I have the honor to submit the following report on the correction and other surveys entrusted to me during the past season.

On 24th May I left Winnipeg for Moose Jaw where I received my instructions and outfit. I then went to Medicine Hat by trail, and, in accordance with my instructions, worked the South Saskatchewan River, obliterating the river lots as far north as Township 17. I then went back to Medicine Hat and proceeded with the demolition of the river lots up the South Saskatchewan and Bow Rivers as far as the Blackfoot Reserve, where I made a correction survey of part of the east outline of Township 19, Range 19, west of the fourth meridian.

Returning to Medicine Hat, I crossed the outfit to the south side of the river and went westerly on the same work along the South Saskatchewan, Belly and Old Man's Rivers, as far as Range 27, west of the fourth meridian, making a re-survey of the third correction line in Ranges 16 and 17, on the way.

Returning again to Medicine Hat, I made a survey of the trail between Medicine Hat and Dunmore, which completed my work for the season, consisting of the obliteration of river lots in fifty-three townships, one trail and two correction surveys. During the season I travelled about 2,500 miles in a buckboard. Progress reports were made from time to time, respecting the details of the work.

A few remarks respecting the country in the vicinity of Medicine Hat, which I had an excellent opportunity of seeing will, perhaps, not be out of place.

It is bounded on the north by the Rainy Hills and on the south by the Cypress Hills, and so lies, as it were, in a valley which is swept by the warm winds from the Sun River district, Montana, and Chinooks from the mountain passes, which shorten the winter to a few weeks in January and February, and render the housing or feeding of cattle as unnecessary as in the McLeod district.

Seeding is done in March, and injurious summer frosts are almost unknown.

Mr. Sutherland, the immigration agent at Medicine Hat, informs me that there are 120 settlers within a radius of thirty miles engaged in cattle and sheep ranching and mixed farming.

In old times it was the favorite wintering ground of the buffalo. The soil was alternately tramped by the countless herds roaming over its surface and baked by the sun until it had the hardness of cement, rendering it almost impervious to the rain, which ran off nearly as fast as it fell. In later years it was scourged by the fires, at first unusually disastrous owing to the heat from the slowly burning bois de prairie (of which, as might be expected, there was an immense quantity) which destroyed not only the grass but the roots also. These adverse circumstances doubtless brought about climatic changes the reverse of those which settlement and cultivation of the soil are known to produce.

I have the honor to be, Sir,
Your obedient servant,
J. A. KIRK, *D.L.S.*

J. S. DENNIS, Esq., D.T.S.,
Inspector of Surveys, Department of Interior,
Ottawa.

No. 11.

REPORT OF WM. OGILVIE.

EXPLORATION SURVEY OF THE YUKON RIVER DISTRICT.

SIR,—I have the honor to submit the following preliminary report of the opra-tions of my exploration survey of the Yukon River District.

In accordance with your instructions, dated the 16th of April, 1887, I left Ottawa on April the 20th and arrived in Victoria, B.C., on the 2nd of May. I at once proceeded to make arrangements for tavelling to the scene of my survey, and hired six men to accompany me, three being required for the survey proper and three for transporting supplies.

We left Victoria on the afternoon of the 12th of May, on the Pacific Steamship Company's steamer "Ancon," which was so heavily laden that I had considerable difficulty in pursuading the captain to take on board my freight and party.

Our trip was a very slow one, we did not reach Juneau City, Alaska, until the night of the 19th of May, and next day the steamer, instead of going to Chilkoot, as we had understood she would do, proceeded to Sitka, where we remained for a day. Part of another day was spent at Kilisnoo, so that we did not arrive at Chilkoot until the 24th of May.

At this point I made preparations for commencing my survey, but owing to wet, stormy weather three days were lost. I then got the survey started from Pyramid Island, in Chilkoot Inlet, a point determined by the United States Coast Survey.

From this point I carried the survey across the inlet, and thence up it, and Taiya Inlet, and the valley of the Taiya River, to the Chilkoot or Taiya Pass through the coast range of mountains.

I here detailed one of my party (Captain Moore) to explore a pass a short distance south of the Chilkoot Pass; this route leaves Taiya Inlet about two miles from its head and follows up the valley of the Skaghway River to its source, and thence down the valley of a stream which empties into Lake Tahko.

Captain Moore reports this pass as being much lower than the Chilkoot Pass, and he thinks it is not any higher at the summit than Lake Lindeman. It is timbered throughout, and he estimates the distance from tide water to the summit at eighteen miles, and from the summit to Lake Tahko at about twenty-two to twenty-four miles. He has had considerable experience in mountain trails, having built the Government trail in Cassiar district, British Columbia, and he thinks a trail could be built through this pass much more easily than the one constructed in Cassiar district. and a waggon road more easily than the one constructed through the canyon of the Fraser River.

I believe that this pass has not been named, and think that the party I sent through were the first white men who ever travelled through it; I have therefore taken the liberty of naming it the "White Pass," after the Honorable the Minister of the Interior, and I hope the name will be retained.

Some seventeen miners passed into the interior by the Chilkoot Pass while I was in that vicinity.

The Chilkoot Indians claim the exclusive privilege of packing goods over Chilkoot Pass, and they demanded $20 per hundred pounds to transport my supplies from the head of tide water to the head of the Lewis River. I made an agreement with them to pack my outfit and supplies to the summit of the Pass for $10 per hundred pounds, and from there I arranged with my own party, assisted by some interior

Canadian Indians, to transport our goods to the lakes, at a cost of $3 per hundred pounds, making a total cost of $13 per hundred pounds for the same distance for which the Chilkoot Indians wanted $20.

To assist in moving supplies, &c., I purchased some sledges on the Taiya River. Fortunately for the success of this expedition the United States steamer "Pintra" was lying at the head of the inlet when I arrived, and her commander, Captain Newell, showed me every kindness and consideration, and did everything in his power to make things smooth with the Indians. He saw "Clenat," the chief of the packers, several times, and told him that though he had not the power to fix his prices for packing, he thought he was charging too much, and that it would result in his losing his carrying trade, as he would force white men to seek some other route into the interior.

He also told him that he must not in any way interfere with white men doing their own packing, as he was reported to have done, or molest any of those whom they might employ to pack for them, and assured him that I had a permit from Washington to pass safely through the country, and that he would see that I did so.

Captain Newell promised me that his vessel would remain at the head of the inlet until he heard that the Indians had satisfactorily carried out their agreement, and had returned to the inlet.

By the 8th of June my supplies and outfit were all carried to the summit of the Chilkoot Pass; the weather then became stormy and the Indians would not work for some days, so that it was the 27th of June before I got everything down to the first lake.

I tried packing with my own party, and succeeded in getting a quantity of supplies down, but the soft wet snow soon used the men up; at one time only two men and myself were fit to do anything. I worked as hard as any of them, but was better provided with footwear.

A good deal of difficulty was experienced in carrying the survey across the mountains, but I am glad to say it was successfully accomplished. I had, however, to use some very long sights, one of which was six miles in length. In these cases I used a long base for the micrometer measurements (in the case cited one of 188 links was used), and it is gratifying to note that the length deduced from the long base differed very little from that given by the 20 link base.

I find the distances, altitudes and descriptions of the Chilkoot Pass, as given by Schwatka, considerably in error, and the dangers described by him rather fanciful; the most disagreeable things we experienced in travelling through the pass were the rain and snow which fell almost continuously while we were there.

Beginning from the summit of Chilkoot Pass we descend about one-third of a mile to Crater Lake, the fall in that distance being by barometer 367 feet. At four and one-half miles from the summit Mountain Lake, which is about one and a half miles in length, is reached, the fall in this distance being about 575 feet. At this point the first trees on the north-east side of the summit are seen, but they are of no importance, being small and of stunted growth.

About one hundred yards from Mountain Lake, Canyon Lake is reached. This lake is about one mile long, and there is quite a stream running out of it, which flows for some distance through a narrow canyon with a very rapid fall and empties into Lake Lindeman.

At the foot of Canyon Lake we get into what may be called timber. The trees are small, but numerous, and consist chiefly of spruce, pitch-pine and balsam. They are, however, of very little use except for fuel.

At twenty-three and a-half miles from salt water we reach Lake Lindeman. The distances between this point and the head of canoe navigation, as determined by me, are as follows, expressed in miles and decimals of a mile:—

From head of inlet to—	MILES.
Head of canoe navigation	6·00
Forks Taiya River	8·30
Summit of pass	15·10
Landing on Lake Lindeman	23·75

From the summit to Lake Lindeman there is a descent, approximately, by my barometer observations, of 1,237 feet.

I append the readings of the barometer from salt water up to the summit of Chilkoot Pass, and during three days at the summit. There are no simultaneous readings at the coast, which leaves the correct altitude, as far as it can be determined by my barometer readings, a matter of uncertainty; but while making the survey from the head of canoe navigation on the Taiya River, I took the angles of elevation of each station up to the summit, and the angles of depression from the station at the summit down to Lake Bennet, so that I can from these determine very closely the altitude of the summit. This I have not yet had time to do, but will do so when I go into winter quarters.

On the 12th of July I had finished all my preparations for the descent of the river, and started the survey proper from the point on Lake Lindeman above mentioned. This lake is about five miles long, about four of which lie on the line of travel into the interior.

At twenty-eight and one-half miles from salt water we reach the head of Lake Bennet, of Schwatka. Between it and Lake Lindeman there is a portage of about three-quarters of a mile in length, the river being rough, narrow and crooked.

The upper end of Lake Bennet is bounded by high mountains, and there is some timber near the head of the lake, then little or none except in the ravines, until the middle of its length is reached, when the lake widens out to about twice the width of the upper end. Here we find flats and valleys; in the latter numerous large spruce trees were noticed, but they are covered from the ground up with large limbs which render them almost unfit for use.

About eighteen miles down Lake Bennet we reach the mouth of a large arm of the lake. It extends in a south-westerly direction, and is said by the Indians to head about fifteen miles away in the glacier, from which the westerly fork of the Taiya River takes its source. At its junction this arm of the lake is about one mile wide, and as far as could be seen up it (about eight miles) it is bordered by high mountains. This arm is named by Schwatka on his map the "Wheaton River."

There is little or no timber of any value at the lower end of Lake Bennet, where there is an extensive sandy flat, called by the miners, "Cariboo Crossing."

A short distance below Lake Bennet we enter Lake Nares, as named by Schwatka. This lake is shallow, with muddy flat shores on the west side, covered with small scrubby timber. On the east side, the bank is higher and the timber of better quality; but there is none of commercial value, even were there a cheap way of getting it out.

Passing through Lake Nares and Bow of Schwatka, the latter really a part of Tahko Lake, we reach the mouth of the "windy" arm of Tahko Lake, which I understood the Indians to call Takone.

Seventy-four and a-half miles from salt water, we reach the lower end of Tahko Lake, and reach what may be called the river proper. Here it has the volume and character of a river, being about 200 yards wide and from 6 to 12 feet deep. The country bordering the river is low.

At 79½ miles we reach Lake Marsh of Schwatka and Lake of the Mines. The immediate shore on the west side of this lake is flat and swampy, with some small timber, and the water near this shore is shallow. The easterly shore appears to be better, the hills rise at once from it and slope gently back to the mountains. On the west side it is often many miles back from the lake before a hill of any height is reached.

We enter the river again at 99 miles from salt water. The country along the shores is hilly, sometimes rocky, and covered with small timber, consisting chiefly of spruce, poplar, pitch pine and birch, but very little of it is fit for anything but fuel.

The river is from 150 to 200 yards wide, with a current of about four miles an hour; it is generally very crooked.

At 125 miles from salt water, the canyon is reached. At this point the river flows through a fissure in a barrier of basaltic rock, which intersects its course.

The canyon proper is about five-eights of a mile long and about 100 feet wide, with perpendicular walls from 60 to 80 feet high. The current through it is swift, and the water rough, but with a fairly large boat the only risk in running through it would be from contact with the sides, in which case one would be certain to come to grief. The passage through is made in from three to four minutes. About half way through the canyon there is a basin of about one-eighth of a mile in length and the same in width.

Below the canyon the river assumes its original character, the banks being low, sandy and gravelly flats. The river is shallow and rapid, with a few scattered boulders, which do not appear above the water, but are too high to allow of boats passing safely over them.

The canyon and its rapids are altogether two and three-quarter miles long. The last rapid, which is three-eighths of a mile in length, is a bad one, and we had to portage everything round it, and let our boat down with ropes from the shore. This rapid is called by the miners the "White Horse," from the fact that nearly all the water is white with foam. Several parties have run through the rapid on rafts, and one or two in boats, but few want to repeat the trip.

The total fall from the head of the canyon to the foot of the "White Horse" rapid, is thirty-two feet (deduced from the angles of elevations of each station from the preceding or succeeding one.)

At 142¼ miles from the head of the inlet, the Tahkheena River flows into the Lewis from the south-west; at the junction it appears nearly as large a river as the Lewis.

The water of the Tahkheena is quite muddy, and it changes the color of the water in the Lewis for some distance below its entrance.

Looking up the valley of the Tahkheena from its mouth, many snow-covered mountains are seen; but in the immediate vicinity of the main river the surrounding hills and ridges are principally gravel and sand, covered with small poplar and spruce.

One hundred and fifty-five and a-half miles brings us to Lake Lebarge, which is 31¾ miles long, and ranges from about two to four and a-half miles in width.

The general character of the river valley, from the canyon to Lake Lebarge, is hilly; the hills close to the river consisting mostly of sand and gravel bluffs, with rocks and mountains in the distance.

The easterly shore of Lake Lebarge is generally rocky and steep, in many cases we might say mountainous. The hills on the westerly shore are lower and are better timbered, and the rocks are of a more shaly nature.

The junction of Newberry River (Hoot-alinqua of rivers) which flows from the south-east, and the Lewis, is reached at 219½ miles from tide water.

From the foot of Lake Lebarge to this point the Lewis is narrow and swift, in many places amounting almost to rapids; the valley is narrow with high rocky hills on both sides.

The water of the Newberry is a dark brown, while that of the Lewis is blue; half a mile below the junction two-thirds of the water of the combined streams is brown, and at a mile it is all brown, and hardly distinguishable from the water of the Newberry.

Thirty-four miles below the mouth of the Newberry and 253½ miles from salt water, the Big Salmon River enters the Lewis from the east. This river is about 100 yards wide and is shallow at the mouth, its size would not seem to indicate any great length. Looking up the valley of the Big Salmon a distant view is had of many mountain peaks covered with snow, the presence of which at this season of the year is proof of considerable altitude.

The Little Salmon River enters the Lewis from the north-east 36¾ miles below the mouth of the Big Salmon; it is about 60 yards wide at its mouth and the water is shallow with very little current.

At 350¾ miles from the head of the Inlet Rink, rapids are passed. These rapids were named by the early miners on the river the "Five Fingers," from the fact that five masses of rock stand in mid-channel and cause the rapid.

The river at this point has forced its way through a barrier of very coarse conglomerate rock, which appears to be of very recent geological age. This formation is also seen along the river for some distance above and below the rapid. About six miles above the rapid I found a seam of coal on the bank of the river associated with a soft sandstone bearing many plant impressions.

About six miles below Rink Rapids, what Schwatka calls the Small Rapids are reached. At this point a soft shale crops out with traces of lignite through it.

Neither Rink Rapids nor the latter mentioned Small Rapids would be much obstruction to steamboat navigation; they might cause a little delay during high water, and at that time Rink Rapids might have to be "lined" up by boats of small power.

The Pelly River which flows into the Lewis at Fort Selkirk, 410 miles from the Inlet, was reached on the morning of the 13th of August, and at this point I met Dr. Dawson, of the Geological Survey, who had arrived on the 11th.

The volume of the Pelly River at its mouth is apparently less than the Lewis, and it is only about 200 yards wide, whereas the Lewis is from 400 to 600 yards in width above its confluence.

General Remarks.

On all the length of the Lewis River very little timber that would be serviceable for building boats of any size can be found, on some of the islands below the mouth of the Newberry, a few trees of fair size could be had, some were seen which were from 12 to 18 inches in diameter, but I noticed none exceeding 2 feet; they are very tall and straight.

Mines and Mining.

I believe that valuable leads of quartz will be found in the upper waters of the rivers, but as yet no thorough search for such has been made. One prospector found quartz on one of the upper lakes which he had assayed in San Francisco; it yielded $8.88 of gold per ton, and 92 cents of silver.

Gold is found almost anywhere on the bars and banks along the Lewis below the mouth of the Newberry. One miner who had prospected the latter mentioned stream told me he found numerous diggings which would yield $10 per day, but that is not considered pay in this country, owing to the shortness of the season and the cost of getting in and out.

On the Lewis many diggings have been located which would yield more than $10 a day with proper appliances, but prospectors hurry further down to find richer diggings, or coarser gold as they call it.

At Forty-Mile Creek, so called from the fact of its being forty miles below Fort Reliance, coarse gold has been found. Some of the miners at this point have been very successful, one party I met took out $1,100 worth of gold in eleven days, and another $300 worth in a day and a half, but many did not get enough to cover expenses.

Some miners I met at Cassiar-bar (27½ miles below the mouth of the Newberry) took about $6,000 worth of gold out of it last year in thirty days, they said it yielded $30 a day per man, which for "pan" and "rocks" washing is a very large return.

I have no doubt that many such bars will be found on the Newberry and Lewis, but at present Forty-Mile Creek is all the cry and very few miners remain on the upper river.

There are this season about three hundred miners in the country, of which number about two hundred and fifty are working at Forty-Mile Creek.

One old and experienced miner whom I met told me that he had never seen any country in which the indications were more promising, and that he was satisfied some very "rich finds" would yet be made in our territories.

All of which is respectfully submitted.

I have the honour to be Sir,

Your obedient servant,

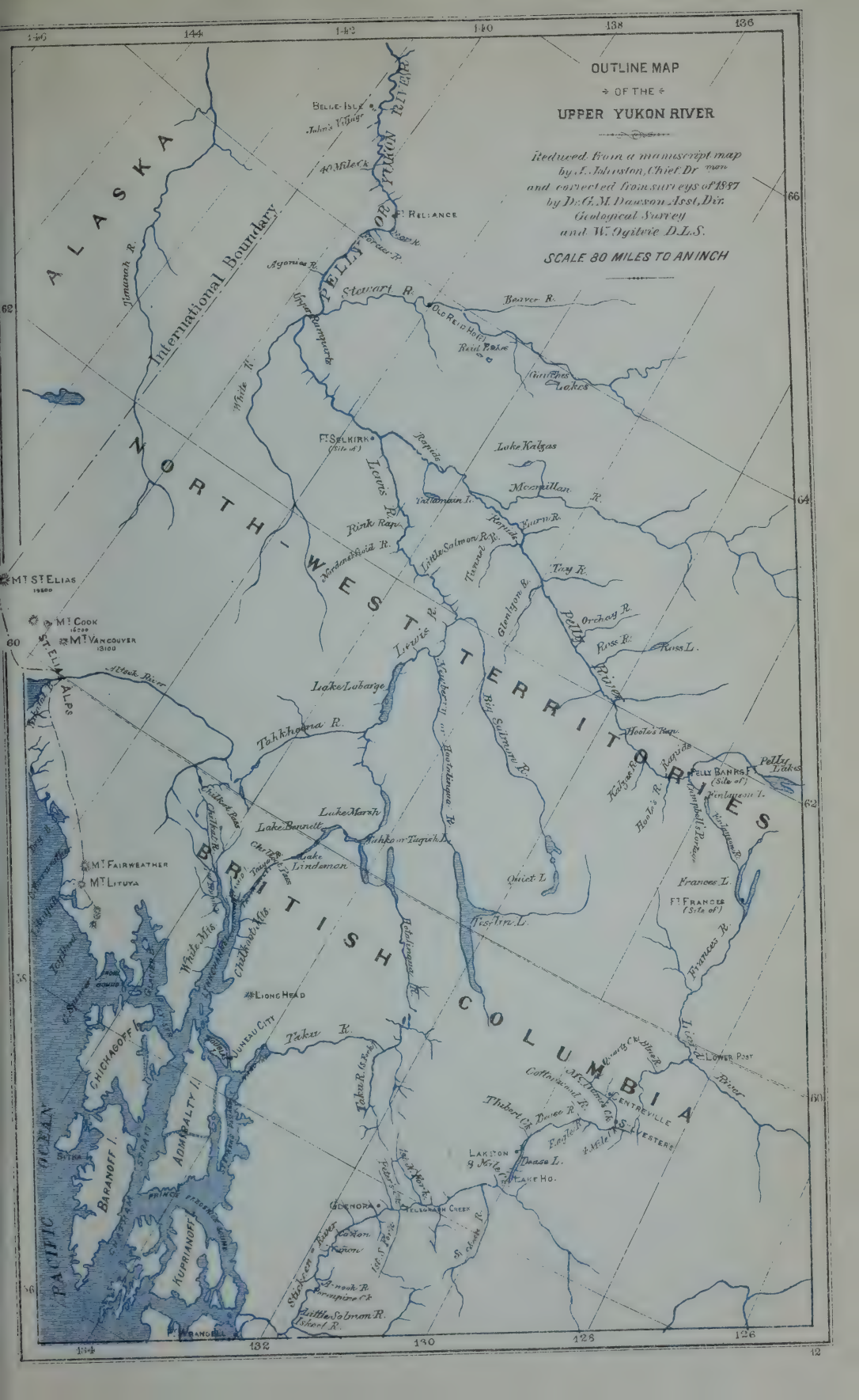
WM. OGILVIE, *D.L.S.*

The Surveyor-General,
Department of the Interior,
Ottawa.

BAROMETER Readings taken during the survey of the Taiay River and Pass, Season 1887.

Time.		Place.	Barometer Readings.	Thermometer Readings.	Remarks.
Day.	Hrs. Ms.			°	
June 5...	Noon.....	A short distance above salt water or high tide and about 15 ft. above low tide.....	29·974	72	Clear and warm.
do 5...	7.20 p.m..	do do	29·725	56	
do 6...	7.20 a.m..	do do	29·948	62	
do 6...	9.30 p.m..	Head of canoe navigation, Taiay River.....	29·863	53	
do 7...	7.00 a.m..	do do	29·782	48	
do 7...	8.00 a.m..	do do	29·803	60	
do 9...	6.30 a.m..	In valley of canyon	29·220	56	
do 9...	10.00 p.m..	Sheep camp.....	28·791	49	
do 10...	6.00 a.m.	do	28·848	50	
do 10...	6.00 p.m..	do	28·860	57	
do 10...	8.45 p m..	Near timber limit in Taiay Pass.....	28·599	51	
do 11...	7.00 a.m..	do do	28·625	49	
do 11...	8.00 a.m..	At stone-house.....	28·399	54·5	
do 11...	8.50 a.m..	Entrance to upper canyon.....	27·578	48	
do 11...	10.15 a.m..	Summit of Pass	26·330	46·5	
do 11...	7.35 p.m..	do	26·277	41	
do 12...	8.00 a.m..	do	26·264	40	Windy.
do 12...	2.00 p.m..	do	26·247	46	do
do 13...	Noon.....	do	26·129	38·5	Windy and rainy.

WM. OGILVIE,
Dominion Land Surveyor.


OUTLINE MAP
OF THE
UPPER YUKON RIVER
Reduced from a manuscript map
by I. Johnston, Chief Draftsman
and corrected from surveys of 1897
by Dr. G. M. Dawson Asst. Dir.
Geological Survey
and W. Ogilvie D.L.S.
SCALE 80 MILES TO AN INCH
ALASKA
International Boundary
NORTH WEST TERRITORIES
BRITISH COLUMBIA
YUKON R.
PELLY OR
Belle Isle
John's Village
40 Mile Ck
Ft RELIANCE
Yukon R.
Ogilvie R.
Forty Mile Ck
Agonia R.
Stewart R.
Beaver R.
Old Reid Hotel
Reid Lake
Matthews Lakes
White R.
Upper Pompeata
Ft SELKIRK
(Site of)
Lewis R.
Pelly R.
Lake Kalgas
Macmillan R.
Tatlamain L.
Rink Rapids
Little Salmon R.
Rapids
Burn R.
Tay R.
Glenlyon R.
Travel
Orchay R.
Ross R.
Ross L.
Mt ST ELIAS
19500
Mt COOK
16700
Mt VANCOUVER
15100
ST ELIAS ALPS
Hoodoo Mts
Lake Labarge
Tahkhena R.
Hutchi R.
Hutchinson R.
Big Salmon R.
Hoole's Rapids
Ketza R.
Rapids
Hoole R.
Campbell's Portage
Pelly Banks Ft
(Site of)
Pelly Lakes
Finlayson L.
Pelly R.
Lake Marsh
Lake Bennett
Tahkeena Tagish L.
Mt FAIRWEATHER
Mt LITUYA
Lake Lindeman
Quiet L.
Frances L.
Ft FRANCES
(Site of)
Frances R.
Tagish L.
Lion Head
Juneau City
Takou R.
Lower Post
Liard R.
Cottonwood R.
Thibert Ck
Dease R.
Dease L.
Lake Ho.
Glenora
Telegraph Creek
Stikine R.
Iskut R.
Sitka
Baranoff I.
Admiralty I.
Chichagoff I.
Kuprianoff I.
Pacific Ocean
Wrangell
Little Salmon R.
(Short R.)
Dease R.
Liard R.
Mackenzie R.
Ft Halkett
Ft Liard
Ft Nelson
Ft Vermilion
Ft Simpson
Ft Wrigley
Ft Norman
Ft Good Hope
Ft Rae
Ft Resolution
Ft Providence
Ft Simpson
Ft Wrigley
Ft Norman
Ft Good Hope
Ft Rae
Ft Resolution
Ft Providence

No. 12.

REPORT OF J. I. DUFRESNE.

EXPLORATORY SURVEY OF LAKE WINNIPEGOOSIS AND OF THE SWAN AND RED DEER RIVERS.

SIR,—In accordance with instructions received on the 20th of May, I left Montmagny the next day and spent the 23rd in Ottawa to be supplied with a micrometer, &c. On your suggestion I stopped at Toronto to see about certain instruments to be furnished by Mr. Foster, and reached Winnipeg on Saturday, the 28th of May, and Westbourne on the 31st.

My canoes not having yet arrived I had ample time to prepare a table for the reduction to chains of the micrometer readings. I also took advantage of this delay to go and select canoemen in St. Laurent.

The canoes reached Westbourne only in the afternoon of the 16th of June.

Early next morning we were off, paddling down stream on the White Mud River, and reached Meadow Portage on the night of the 30th of June.

We had over six days of very high wind, during which we could not travel. Meadow Portage is a little over two miles long and the soil is marshy nearly all the way. We were very fortunate in finding there two oxen with carts, the property of Mr. E. Hartmann, a trader, by means of which the portage was effected in much less time and with less labor than by packing, and at a trifling cost.

On Saturday, the 2nd day of July, I commenced my work (the traverse of Lake Winnipegoosis). Station No. 1 was placed at a point a few chains north of the Portage landing, and was marked by a good sized post of oak and a bearing tree.

From Station No. 1 to Station No. 29, *i. e.*, about the eastern two-thirds of the southern boundary of Lake Winnipegoosis, the water is very shallow near the shore; the banks of the lake are formed of limestone strata, which are covered in places with boulders.

The timber (poplar, birch, and oak) along that part of the lake has been all killed by fire.

The open dry shore in most places is but a few links wide; this peculiarity necessitated the use of many short courses when surveying around the points of land. Since both canoes were heavily loaded great care had to be taken when landing, the lake being so shallow that we had generally several chains to walk to reach the strand.

On the 6th of July we arrived at the Salt Springs, from which the Red River settlement was supplied with salt, until the facility of transport brought this necessary article from places outside the Province. These springs are about 15 chains from the shore of the lake, and they lie in a small opening in the woods. There we found the ruins of 2 or 3 log houses and a few large old iron kettles which probably served for boiling the water to extract the salt.

The timber for a few miles north of the Salt Springs is about half fire-killed, and is composed of poplar, elm, spruce in clumps, and a few oaks.

Here as before the strand of the lake is only a fraction of a chain in width from the water's edge to the woods. The lake near the shore is in some parts deep and in others shallow, with limestone bottom.

Ashore we find limestone with numerous boulders, and sand in some places; marshes often occur also along the shores.

From this locality to the north end of Red Deer Point good timber, poplar, spruce and some elm, is found.

The lake is generally deeper along the shore than it was before, but the beach presents the same formation and aspect, except, however, that for the first half of the

way there is a good deal of hay land. The shore of the lake on the west side of Red Deer Point is very crooked; there are numerous bays, some of which are several miles deep.

The distance from the north end of Coleman's Island to the main land is only some twelve chains, and it is separated from Red Deer Point by a large marsh. At first sight I took the island itself to be the main land, and I consequently proceeded to survey the west side of it. When I was about half way south, seeing no larger island as indicated on the map, it struck me that I was on the island itself, but I decided to continue its survey, having a great doubt as to the possibility of finding my way on the east side of the island.

This gave me an opportunity of ascertaining the degree of accuracy of a survey depending on a micrometer only for the measurement of distances, and the result was very satisfactory. All along the west side of Red Deer Point and on the numerous islands adjacent the wood is very dense and of good size, varying from 5 to 20 inches. The timber is poplar with a good proportion of spruce. The actual growth of the forest is surprising if we take into account that there is not more than 5 to 6 inches of soil overlying the limestone, as I could often ascertain in wind falls.

We reached the south-west of Red Deer Point on the 18th of July. Thence to a few miles south of Pine Creek, the timber is about half fire-killed and generally of smaller size.

For the first half of the distance the lake is shallow near the shore, and much hay land is met with. The beach has the same formation as before, varying from marly soil to sand, limestone and boulders.

Here, at Pine Creek, the soil is of good quality and all ordinary vegetables are easily raised. About thirty families of Indians form the whole settlement of Pine Creek and Duck Bay.

The timber is small (3 to 13 inches) and poplar predominates, though spruce and birch are found in good quantity.

At about seven miles north of Duck Bay we again find the forest has been destroyed, presenting a scene of desolation as far as Devil's Point. The trees standing, poplar and spruce, are nearly everywhere fire-killed. The timber on Birch Island has been apparently more than one-half destroyed by fire.

The shore of the lake being only a few links from the border of the woods, presents the same general aspect as before. Limestone and sand, almost everywhere, form the beach and the lake bottom along the shore. We reached Devil's Point on the 2nd of August.

From here to Pelican Bay there is very good timber, chiefly poplar, spruce and tamarac.

The shore is very irregular and presents a fresh scene of fairy-like beauty at every turn. Good sized timber, poplar and spruce, is found all around Pelican Bay. The contour line of this bay is very broken; in fact there are really three bays united by narrows.

The most southerly of these bays is very shallow and marshy, causing great difficulty in its survey. Long weeds along the shore and the difficulty of landing, due to the shallowness of the water, and to the marly soil, were constant causes of delay. Several islands, well timbered, are found in the bay. Proceeding northward on the west side of the bay we come to what was formerly "Channel Island" but now is a peninsula thickly timbered with good sized spruce. I was told by reliable persons that this change has occurred within the last ten or fifteen years. The former island is now united to the main land by a meadow a quarter of a mile wide and a mile in length, being several feet higher than the actual level of the lake. From this point to Dawson Bay and along the east shore of that bay the timber is plentiful, consisting of poplar and spruce of good size.

There is no hay land, and the water is generally deep along the shore, which is composed of limestone covered with boulders.

Here for the first time during the summer we could enjoy the sight of a mountain, the horizon to the south-west being formed by the outline of the Porcupine Mountains.

We arrived at Shoal River on the 23rd of August. This river is the only outlet of Swan Lake into Lake Winnipegoosis, and is well named, being very shallow and full of rapids.

It is a little over nine miles long and from 3 to 5 chains wide, averaging generally 4 chains. It is much influenced by the winds prevailing on the lakes; if the wind be north, the current is much less rapid, and the water deeper the nearer we come to Dawson Bay; if the wind be south the contrary is the case.

The woods on each side are thick and consist chiefly of poplar. On the afternoon of the 25th of August I began the survey of Swan Lake in order to tie the survey of Swan River to my preceding work.

This lake is nearly 80 miles in circumference and contains several well wooded islands. The eastern side of the lake is very picturesque; it is formed of continuous bays which generally run far into the land.

The water is deep and clear, and the limestone strata of the shore are covered usually with boulders of moderate size. The south-west shore of the lake is mostly of marly soil and generally marshy weeds grow in the water some distance from the shore, sometimes as far as sixty chains, and their floating leaves render landing or coasting difficult. Near the lake the timber (poplar and spruce) is not as good as on the eastern side.

The water was found to be very low in Swan River—so low that we could ascend it only for twelve miles.

For that distance, the wood on each side of the river is not fit for building timber, being generally small and crooked.

On the morning of the 8th of September we continued the survey of Lake Winnipegoosis from the mouth of Shoal River.

The country along the south of Dawson Bay and northward as far as Deep Rock River, is well timbered with poplar and spruce, and the shore is generally rocky although marshy in places. The mouth of Deep Rock River is about 4 chains wide; this river and Red Deer River are famous for the abundance of game in the country through which they flow; the game consisting principally of moose, deer, skunk, fox, black bear and lynx. From Deep Rock River to Red Deer River the forest is nearly all fire killed. The general aspect of the shore is about the same as before, although the water is not so deep and the beach consequently wider. We established eight stations on Red Deer River; on this river we had five rapids to pass, with very strong current and shallow water. Seeing that we could not safely delay many days more before returning, and that the survey of this river could be made more advantageously another season, I now decided to discontinue the work. After having properly established the last stations of the survey of the lake and of that on the Red Deer River, we left on the 23rd of September.

Coming back we coasted the north and east shore of Lake Winnipegoosis.

Good timber is found from Red Deer River to Long Point, *i.e.*, all along the north shore of the lake, but from Long Point to Birch Island the forest is all fire killed. From Birch Island to Water Hen River good timber is again found. The north and east shore lines of the lake are very straight compared with the other sides; the water is deep along the shore nearly everywhere.

We arrived at Westbourne on the 11th of October, and started from Winnipeg on the 14th.

In concluding this report I think it will be of general interest to make the following remarks as to the method I employed in preparing my table for converting micrometer readings into chains and links.

At the beginning of the season I took observations on a base carefully measured on level ground. The observations were taken at every second chain up to 20 chains, and at every five chains from 20 to 90 chains. They were taken on two different days; 1st in a bright sunshine, and 2nd on a cloudy day.

Identical observations were taken at the end of the survey, and the means of all these results were used to prepare the table accompanying my returns.

I think this method was calculated to ensure the greatest accuracy; the difference in the readings, due to the wear of the screw of the instrument, is supposed to have been gradual and constant.

The following are some of the results of my observations taken in order to prepare the table in question :—

MICROMETER DOUBLE READINGS.

Distance.	Means of Observations.	Sunshine.	Cloudy.
Chains.	June.	September 17.	September 24.
10	8·040	8·069	8·0674
20	4·010	4·0242	4·0286
30	2·672	2·695	2·6858
40	2·019	2·0291	2·0217
50	1·623	1·6365	1·6223
60	1·357	1·3635	1·3565

I have the honor to be, Sir,

Your obedient servant,

J. I DUFRESNE, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa, Ont.

No. 13.

REPORT OF J. LESTOCK REID, D. L. S.

SURVEY OF ROADS IN THE NORTH-WEST TERRITORIES.

PORT HOPE, 5th January, 1888.

SIR,—I have the honor to submit the following general report on my past season's work.

In compliance with your instructions I have surveyed the following trails in the North-West Territories.

1. That portion of the Wood Mountain and Qu'Appelle trail which lies between the town site of Qu'Appelle Station and the point of intersection of the said trail with the road allowance between Ranges 16 and 17, in Township 16, west of the 2nd initial meridian.

2. The unsurveyed portion of the Qu'Appelle and Prince Albert trail from near Humboldt to McLeod's Crossing of the South Saskatchewan River.

3. That part of the trail from Carlton to Prince Albert lying west of the south boundary of Section 34, Township 45, Range 1, west of the 3rd initial meridian as far as Carlton.

4. That part of the trail from Carlton to Duck Lake lying north-west of the east limit of Beardy's Indian Reserve as far as Carlton.

5. That part of the trail from Halcrow Settlement to the Forks (of the Saskatchewan) lying north-east of the north limit of Muskoday's Indian Reserve in Township 47, Range 27, west of the 2nd initial meridian as far as the Forks.

6 That portion of the trail along the right of the North Saskatchewan from the west limit of River Lot No 31 of Prince Albert Settlement to the 3rd initial meridian.

7. That portion of the trail along the right bank of the North Saskatchewan from the Forks as far as the east boundary of Section 17, Township 49, Range 23, west of the 2nd initial meridian.

An alteration was made in the location of the Wood Mountain and Qu'Appelle trail. At the request of His Honor the Lieut. Governor of the North-West Territories, a deviation was also made in the location of the Prince Albert and Qu'Appelle trail by instruction of the Honorable the Minister of the Interior. These slight deviations from the original trails were made in accordance with the requests contained in petitions received from settlers.

Owing to a request from a number of settlers, I did not complete the survey of the trail along the right bank of the North Saskatchewan, they having forwarded a petition to the Honorable the Minister of the Interior, asking that a change be made in the last few miles of said trail, a copy of which petition and report was forwarded to you.

I have stored my outfit at Prince Albert and left the horses to be wintered there.

I take this opportunity of most respectfully drawing your attention to the very fine farming lands through which the trail from Qu'Appelle to Prince Albert passes, more particularly in the neighborhood of Hoodoo and the Manichenos or High Hill, where there is an abundance of good wood, hay and water.

I would also beg to report on the abundant harvest reaped in the Prince Albert settlement this season, the yield being very large, and in some instances almost beyond belief.

I have much pleasure in reporting to you the satisfaction expressed by the settlers for the prompt manner in which their petitions were dealt with, and their wishes met by the Department.

I have the honor to be, Sir,

Your obedient servant,

J. LESTOCK REID, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 14.

REPORT OF T. D. GREEN, D.L.S.

SURVEY OF ROADS IN ALBERTA.

OTTAWA, 14th December, 1887.

SIR,—I have the honor to submit the following report of my past season's operations, which may be divided into four divisions, according to instructions, as follows:—

1st. The completion of the survey of the Fort McLeod and Calgary trail in Township 24, Range 1, west of the 5th Initial Meridian.

2nd. The survey of the Fort McLeod and Blackfoot Crossing trail.

3rd. The survey of the trail on the south side of Bow River, from Blackfoot Crossing to Calgary. This trail is mentioned in instructions as "The Bow River Bottom Trail."

4th. The survey of the trail on the north side of Bow River, from Blackfoot Crossing to Morleyville.

The first division was completed on the 16th of June, and consisted in locating the road or trail through Sections 3, 10 and 11, so as to connect with the sub-division survey of the south-west quarter section 14 into town lots.

Before proceeding to Fort McLeod to undertake the operations of the second division, I located certain important parts of the Bow River Bottom trail, which was completed on the 27th of June.

The following day I started southwards and reached Fort McLeod on the 2nd of July, but could not begin field operations until the 7th, as I had first to send to Lethbridge for the iron posts necessary to delineate my survey. Moreover, as there is no wood between Fort McLeod and Blackfoot Crossing, I was compelled to purchase sufficient wood at the former place to take me to the latter.

The second division was thus begun on the 7th of July, at a point about one mile north of the town site of Fort McLeod, the initial point being connected with Mr. Bigger's road survey of 1886. The "Little Bow River," on the route, was crossed on the first day of August. Thigh Hill was reached a fortnight later, and the work completed to Blackfoot Crossing on the 6th of September.

The third division was commenced on the following day, from a point upon the bench land nearly two and a-half miles south of the ford or Blackfoot Crossing. This method will enable all statute labor rendered for the improvement of the road leading to the Bow River valley to be consumed on one instead of two hills, as would be necessary if the old trail was followed westwards from the ford. Moreover, the damage to land will, by this location of road, be very much decreased. I surveyed about ten miles of this south trail and then crossed to the north side of the Bow River, deeming it advisable to complete all the road surveys required on the Blackfoot Indian Reserve while in that vicinity.

The fourth division (which was only partly surveyed) was commenced on the 13th day of September, and was completed, to the western boundary of said Indian reserve, on the eleventh day succeeding.

The 26th and 27th days of September were consumed in returning to the south side of Bow River to continue the survey of the south trail to Calgary, and we camped during the evening of the latter day in a coulée about eleven miles west of Blackfoot Crossing. Two days afterwards I was forced to close this division of my work on the post in mound on the 6th base line perpetuating the north-east corner of Section 32, Township 20, Range 23, west of the 4th initial meridian, beyond which point the old

trail had remained unused for such a length of time that no further traces of it could be seen, and it was thus impossible to survey and follow it. The existing state of affairs was at once reported to the Lieutenant Governor of the North-West Territories and also to the Inspector of Surveys, then in Calgary. I then proceeded to Dunbow, at the junction of High and Bow Rivers, and from there to Calgary the survey of the "Bow River Bottom Trail" was completed.

While camped at Fish Creek I received instructions from the Inspector of Surveys to complete the sub division survey of Township 22, Range 1, west of the 5th Initial Meridian, which, as regards the portion included in that lot or parcel of land known as the Indian supply or Government farm, had been omitted.

On Friday, the 28th October, as I had completed the work on the south side of Bow River, I crossed at Calgary to the north side to survey through Township 24, Range 1, west of the 5th Initial Meridian, part of the old trail from Blackfoot Crossing to Morleyville. From Calgary to the western boundary of said township the survey was completed, but from the 5th Initial Meridian to top of hill near Calgary the survey was merely delineated by iron posts driven within ten inches of the earth. At this stage of the proceedings of my operations, as the final settlement of the location of that particular part of trail had not been decided, I was authoritatively advised to desist from digging pits around said posts, as my location might require to be changed. This occurred on the 2nd of November, and as the season was thus getting far advanced and the days of short duration, I concluded to stop the field operations for the year.

GENERAL REMARKS.

From Fort McLeod to Blackfoot Crossing no farming lands of any consequence exist, excepting along the rivers in the immediate vicinity of each, and in the bottom lands along the "Little Bow River," some thirty miles north of Fort McLeod, and consequently no settlers are to be seen along this route. The country is one vast gently undulating plain of light soil and is well adapted for grazing purposes, as may be daily observed by the excellent condition of the herds of roaming cattle. Moreover, the average winter (so it is reported) is not more than of six weeks duration, which fact is indeed a very important feature in favor of stock raising.

From Blackfoot Crossing to Calgary the soil is heavier and much better adapted for mixed farming, specially the growing of roots; but even in this district stock raising is preferable, and more profitable, and will, I imagine, continue to be so, unless good crops could be ensured by aid of irrigation.

Sheep-raising, with quick returns and good profits, is also extensively conducted in the vicinity of Calgary, but the wolves are proving very destructive.

I have the honor to be, Sir,

Your obedient servant,

T. D. GREEN, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 15.

REPORT OF ARTHUR ST. CYR.

SURVEY OF BOUNDARIES OF ROCKY MOUNTAINS PARK.

BANFF, 12th December, 1887.

SIR,—I have the honor to forward you the following general report of my operations this season in laying out the boundaries of Rocky Mountains Park.

In compliance with instructions received from you dated the 16th August last, I left Ottawa for Castle Mountain in the beginning of September, at which place I was to commence operations. After remaining over three days at Calgary to organize my party and procure provisions I reached my destination on the 11th September. I could not, however, begin work before the 14th, my tents, &c., having been detained at Calgary.

The first line which I surveyed forms the western boundary of the park; it has been run five miles, and posts similar to those used for section corners were planted at each quarter of a mile according to instructions. This line, the course of which is S. 35° 03′ 20″ E., crosses Bow River at one and a half chains from the point of beginning. The current of the Bow is tolerably rapid and averages four chains wide; its depth at this place is fifteen feet. The valley of this river is one and one quarter of a mile wide and contains soil of first quality, and is crossed by two creeks, one of sixty links and one of one chain in width, respectively. The first of these crosses the line at post 0·25 M., and is the discharge of immense swamps lying at the foot of the mountains which bound the valley to the south of the line.

The second, which is very swift, crosses the line near post M. 1·25 and is fed by a lot of small creeks which come from the mountains and which themselves are fed by the melting of the snow with which these mountains are covered for the greater part of the year.

Some bluffs of wood, composed principally of spruce and Douglas pine, of an average diameter of 10 inches, are met with in that part of the valley crossed by the line.

To the east of the last mentioned creek, a mountain whose west flank is covered with forest attains a height of 2,900 feet above the line of the Canadian Pacific Railway. Its distance from the west corner of the park is 2¾ miles. From this point the line crosses nothing but mountains and escarpments, the heights of which vary from 3,000 to 4,000 feet, and which are cut by deep ravines where some clumps of spruce are scattered about.

I could not produce this line more than five miles, being unable to penetrate further into the mountains to the west, with my equipment. I therefore returned along my line and commenced to run the northern boundary of the park.

This line, the course of which is N. 55° E., is at the present time of writing run as far as the Cascade River, and with the exception of the first mile and of a part of the valley of this river, the wood of which was destroyed by fire a few years ago, crosses an extremely mountainous country, almost entirely covered with forest. Spruce, pine and balsam, are the principal kinds of wood met with. They are in the main sound and of good quality. The Cascade Mountains are the highest which I crossed on this line. Their altitude at the point where the line crosses is 4,800 feet.

The valley of Cascade River presents nothing remarkable in appearance. The ground is rough and of medium quality. A young forest of pine at different points is replacing that destroyed by fire.

I have the honor to be, Sir,

Your obedient servant,

ARTHUR ST. CYR.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 16.

REPORT OF C. F. MILES, D.L.S.

SURVEY OF MOUNTED POLICE RESERVES.

WALKERTON, 9th December, 1887.

SIR,—I have the honor to report on my last season's surveys as follows:—

Leaving home on the 10th day of June, I arrived at Regina on the 15th, and having reported myself to the Commissioner of the North-West Mounted Police and received my instructions, I left for Calgary on the 22nd. From Calgary I proceeded to Lethbridge where I made searches at the land office, receiving every assistance from the agent, Mr. Kirby. Arrived at Fort McLeod, I interviewed Superintendent Neale, the officer in command at that post, and was by him supplied with transport, men and rations.

While waiting I traced the limits of the Police Reserve here, planting later on iron bars at the corners, marked with a cold chisel thus: N.W.M.P.R

I also laid out several small parcels on this reserve on the banks of the Old Man's River for Customs Collector Allen, for Colonel McLeod and for a hospital reserve.

On the morning of the 4th of July we left for the reserve at the Crow's Nest Pass, passing through a fine grazing country. Here I located the Police Reserve on the south-west quarter of Section 15, Township 7, Range 3, west of the 5th initial meridian, tying in with the meridian between Ranges 2 and 3, the most westerly line surveyed in that vicinity. A building for Police purposes was erected here some time ago, and is prettily situated in the valley of the "Middle Fork" of the Old Man's River, overshadowed on the north and south sides by Foot Hills and on the west by the Crow's Nest Peak, and is about three miles west of the most westerly habitation.

From the Crow's Nest we returned to Pincher Creek, and here, in conformity with an official letter from the Assistant Secretary of the Department to the Comptroller of the North-West Mounted Police, I staked out the whole of the south-west quarter of Section 23, Township 6, Range 30, west of the 4th initial meridian Shortly after this I met the Superintendent of Mines from whom I learned that that portion of this quarter-section lying north of Pincher Creek had been awarded by him to some settler. This reserve, therefore, comprises only that portion lying south of the creek; it was occupied and cultivated by the Police some years ago as a farm, and the buildings, consisting of stables and dwellings, had also been erected thereon some years ago. A squatter named Schofield has recently built a log house and stable, and also fenced in a portion on the westerly half of this quarter-section. There is quite a village on the quarter-section adjoining this one on the west, comprising several stores, drug store, blacksmith shop, boarding houses, feed and sale stables, &c., &c., and several churches.

From Pincher Creek we proceeded to the Dry Forks of the Kootenai (Waterton) River, traversing the Indian Farm Creek valley, along which a number of ex-policemen have settled, and. to all appearances are prospering. The police detachment is at present (or was then, in summer) located at the Dry Forks; however, on consulting with the officer in command at Fort McLeod and also with the representative (Mr. Dunlop, who has since met his death through an accident) of the Cochrane Ranche Company, it was concluded to move this post further south where the police could act more effectively against the Indians killing cattle, and we thereupon

decided to locate the reserve at the Big Bend of the Belly River. The police reserve now, as surveyed by me, is composed of parts of Sections 13 and 24, in Township 3, Range 28, west of the 4th initial meridian, and is situated on the west side of the river, nearly opposite the most south-westerly corner of the Blood Indian Reserve. The Cochrane Company have a wintering post a short distance below this reserve.

While travelling from Pincher Creek I had the good fortune to witness one of the annual collections ("round up") of cattle along the Foot Hill Creek; there were probably 3,000 head in the "bunch" and over a hundred horses engaged in keeping the animals in check and "cutting out" the different brands and branding the calves. The losses amongst these cattle had been very heavy during the past severe winter.

On our way from the Big Bend across the country to the St. Mary's River we also encountered a portion of the Cochrane Ranche "round up." Here I was informed that they had collected about 5,000 head, but as they had not commenced branding, owing to their corrals not being completed for want of timber, the cattle were yet scattered over a considerable area, reminding one of what the prairie looked like some years ago when the buffalo were still plentiful. Although ranchemen generally, through Southern Alberta, had met with heavy losses, yet, owing no doubt to past experiences and consequent greater care and attention during the past severe winter, the Cochrane Ranche Company's losses were comparatively light, and I was informed that this company had branded over 1,800 calves.

The same day we also passed through the Mormon settlement on Leet Creek, a tributary to the St. Mary's River. This settlement consisted then (July 14th) of about 43 souls, who, although only little more than a month in this country had an excellent showing of oats, barley, potatoes, &c., &c. Unfortunately a severe frost, a few mornings before, had cut down some of the more tender plants, such as potatoes and beans; however, I was informed that the potatoes turned out better than was anticipated.

At the Big Bend we experienced considerable trouble and some loss of time searching for mounds on the township outlines, even some of the employés of the Cochrane Company who had seen the mounds perhaps a year ago and who were detailed by the manager to assist us, were unsuccessful in their attempt for a long time.

At St. Mary's the old Police Post is situated on the west side of the river. The ford, however, having changed to a place about a mile down stream, owing to the shifting nature of the bed of the river, it was deemed advisable to locate the Police Reserve in closer proximity to the trail. I therefore made a survey of the south-west quarter of Section 29, in Township 2, Range 24, west of 4th initial meridian, setting apart for the reserve that portion of this quarter section lying east of the St. Mary's River.

Several settlers, mostly ex-policemen, have located in this vicinity, who to all appearances are in fairly prosperous circumstances, being engaged in stock raising and farming to some extent.

At Stand Off much time was lost in looking for mounds, and eventually I had to trace the township outline from McLeod south a distance of 16 miles.

At this point the Police buildings are situated on the south-east quarter of section 34, in Township 6, Range 25, west of 4th initial meridian. I accordingly surveyed part of this quarter section for the reserve, leaving the Belly River the boundary in the east. This reserve lies in the Stand Off Bottom, a short distance above the confluence of the Kootenay with the Belly River and contains some excellent hay lands. Several settlers located in this vicinity had at that time very fine looking fields of oats and barley.

Across the river from this post is the Blood Indian Reserve; here the Indians had congregated in large numbers, probably several thousand, to make preparations for their annual "Sun Dance," which took place a few days after my having completed my survey in the Stand Off Bottom.

Adjoining the Piegan Indian Reserve on the north side, I located the south-west quarter of Section 6, Township 9, Range 27, west of the 4th initial meridian, for a Police Reserve. It lies on the south-eastern slope of the Porcupine Hills. Its elevation affords an extensive view both to the east and to the south, overlooking the Old Man's River and a great part of the Indian reserve.

Fixed sandstone rock is here exposed, forming an escarpment running through this reserve from the south-west corner in a north-easterly direction, at the base of which several clear cold springs take their rise.

In travelling from one reserve to another we had rapid rivers and mountain streams to ford, during, at times, very high water, but thanks to the excellent outfit supplied me, both in men and horses, we neither met with accidents nor suffered any serious delays.

The country passed over up to this time was composed of all open prairie with some timber on the slopes at the Crow's Nest Reserve and some bordering the different streams. It varied from level to rolling and was mostly covered with excellent verdure, more particularly between the Dry Wood Fork of the Kootenay and the Belly Rivers, where the bunch grass seemed to prevail.

We (self and assistant) left Fort McLeod by stage for Calgary on the 18th August, passing the first 50 miles over rather bleak looking prairie, an occasional ranche only being visible at some distance from the trail, though I learned subsequently that this section of country is all under lease. The second day's journey, leaving Mosquito Creek in the morning, proved more interesting, as we passed more settlements and consequently more land under cultivation, the last 25 miles from about Sheep Creek north being a comparatively old settlement.

While at Calgary I surveyed the fort and located the boundaries of the reserve, according to a certain agreement authorized by the Deputy Minister of the Interior and recorded at the Dominion Lands Office at Calgary; and also extended the south boundary to within 100 feet of the right of way of the Canadian Pacific Railway Company, leaving a thoroughfare of said 100 feet to the bridge spanning the Elbow River, according to an understanding arrived at between the Police authorities and a committee of the municipal council of the town of Calgary.

From Calgary I took a run down to Gleichen, on the Canadian Pacific Railway, about 54 miles distant, where I surveyed the north-west quarter of the south-west quarter of Section 18, in Township 22, Range 22, west of 4th initial meridian, for a reserve (save and except that part of the parcel occupied by the Canadian Pacific Railway Company's experimental farm), containing 31⅔ acres. The land chosen by me as a reserve has sufficient elevation to continue dry during a wet season, and lies convenient to the Canadian Pacific Railway and station, the former being the northerly boundary of the Blackfoot Indian Reserve. A portion of Section 13 in the adjoining township west could have been secured by me for Police purposes, but, owing to its lying rather low, and understanding that in wet seasons the surface water would accumulate here, I declined to accept this offer, the more as it was accompanied by a demand of ten dollars per acre, whereas a portion of land lying immediately to the north of that which I surveyed was offered to me at five dollars an acre.

On my return to Calgary I was provided with transport and equipment and proceeded to the Red Deer Crossing, on the Edmonton trail, in company with Superintendent Griesbach, of Fort Saskatchewan, of which Red Deer is an outpost. Here I found the building occupied by the Police on the north half of Section 12, in Township 38, Range 28, west of 4th initial meridian, the land being owned by Robert McLellan, and by him leased to the police at an annual rental. Here I made a survey of about 6½ acres for the Police authorities.

As a reserve I surveyed part of section 13, all that part of this section lying south of the Red Deer River, and west of the Calgary-Edmonton trail, having received the consent of Mr. Bannerman, who claims the right to the south half of this section. A log building, occupied as a general store, has been erected on this parcel with the

permission of Mr. Bannerman, on condition, however, of the occupant not acquiring any permanent rights to either building or land. This reserve contains about 3¼ acres.

Returning to Calgary I left there again for Edmonton on September 29th; here I went to the land office and made searches as to settlers' claims in the vicinity of Fort Saskatchewan.

The Police Reserve, as surveyed by me, at Fort Saskatchewan, contains nearly 2,600 acres, and consists principally of prairie, alternating with bluffs of poplar and willow; it is comparatively flat, with numerous sloughs, which, however, were all dry during the time of my survey. The fort is composed of over a dozen buildings, in which an approximate expenditure of at least $10,000 is visible.

On the east side of the reserve a portion of river lot No. 11 has been subdivided into town lots, and about half a dozen houses erected thereon, including a schoolhouse, and forming the nucleus of a promising settlement. The fort itself is situated on the top of the bench, between river lots Nos. 11 and 15, about 100 feet above the Saskatchewan River. For church purposes I laid out two acres on the Police Reserve, opposite the prospective village of Saskatchewan. Two trails, one on the west and the other on the east of the fort, lead with easy grades down to the Saskatchewan River, both connecting with ferries.

On the 17th October we left the fort for Calgary; it was still fine weather then but growing gradually colder, so that, a day after our arrival at Calgary, the mercury had fallen to 16° below zero.

We left Calgary finally for Maple Creek on the 28th October, and enjoyed the delightful autumn weather then for several days.

While at Maple Creek I received a notification from the Commissioner instructing me to close my season's work and recalling me to Regina.

I spent a day at Regina calling on the Police authorities for the transaction of business and left for home on the 2nd November.

I have the honor to be, Sir,

Your obedient servant,

C. F. MILES, *D.L.S.*

E. Deville, Esq.,
Surveyor General,
Ottawa.

No. 17.

REPORT OF F. W. WILKINS, D.L.S.

SURVEY OF METHODIST CHURCH MISSION RESERVES.

NORWOOD, 5th December, 1887.

SIR,—I have the honor to report as follows upon my operations of the past season.

In compliance with instructions received from the Department of the Interior with respect to certain Methodist Church Mission claims in the North-West Territories, and dated 17th September, 1887, I proceeded at once to Calgary, meeting there Mr. J. C. Nelson, D. L. S., of the Indian Department, as had been arranged. The same day as I arrived at Calgary, the Rev. John McDougall, of Morleyville, came in, and as the Mission claim at Morleyville was the first one to be surveyed, this gave us an excellent opportunity of consulting Mr. McDougall, who informed us that nearly all of the headmen on the Indian Reserve at Morleyville were absent on the fall hunt, and as the Mission claim was wholly inside of their reserve, he thought, if it could be so arranged, that it would be much better to defer the making out of the claim until their return. After consulting with Mr. Nelson, who was also decidedly of the same opinion, I arranged to go to the more northerly points first, and after laying out the Mission claims there to meet Mr. Nelson at Morleyville.

I now proceeded to Edmonton by the mail stage. On arrival there I made inquiry as to the condition of things at Saddle Lake and Victoria, and from what I learned thereby, I deemed it advisable to depart slightly from the exact line of my instructions. I learned that the nearest house to the probable position of the Mission claim at Saddle Lake, was distant about nine miles therefrom, and as it would not be possible to stop at a house so far away from the work and do anything, I determined to take provisions from Edmonton, and hired a team, waggon, tent, a teamster and a cook, and set out. Arriving at Saddle Lake I learned that the Missionary, the Rev. Mr. Steinhaur, was absent in the north and would not be back for some time, but the Rev. Mr. McLaughlan, the missionary in charge at Victoria, authorized me to proceed and mark out the east half of Section 32, Township 57, Range 10, stating that he had consulted with Mr. Steinhaur about this matter, and that after examination of the ground they had concluded to take the above mentioned three hundred and twenty acres for mission purposes. I accordingly ran out this half section, and at the same time ran the adjoining township chord. This claim is a splendid piece of land, with a rolling surface, with splendid deep, black loam soil of the richest quality. There is also some wood of fair size. A creek crosses the southern portion of the claim in which there is a never-failing supply of water; the creek is about fifteen feet wide, ten inches deep, and running about one and one-half mile an hour. In my estimation this claim is a most desirable piece of property. The country all about here is very fine, and I am told, is, if anything, still finer as one goes east to Frog Lake. It is apparently free from summer frosts, as the crops which were grown on the Indian Reserves testify. Several parties asked me if it was the intention of the Department to subdivide shortly any of the land about here, saying that if this was done a number of settlers would go in immediately.

I now proceeded to Victoria and surveyed 260 acres from the east side of Section 12, Township 58, Range 17, west of the 4th Initial Meridian. The mission having already been granted a claim of 60 acres in the settlement of Victoria, it

only was necessary for me to lay out 260 acres, to complete their claim of 320 acres. The tract now surveyed by me is composed of very fine land, though somewhat broken by the deep valley of Egg Creek and the high bank of the North Saskatchewan River. This broken part, however, has some very fine poplar and spruce timber growing on it, which fully compensates for its roughness. The soil is most excellent in quality, and altogether Mr. McLaughlan expressed himself as being well satisfied and pleased with it, as he was also with the claim at Saddle Lake. This completed my work in the north, so as the season was drawing to a close, I set out in all haste for Morleyville, reaching there one day later than Mr. Nelson.

After going over the ground with Mr. McDougall, the missionary in charge, and Mr. Nelson, we found that it would be impossible to obtain 320 acres on the left bank of the Bow River without interfering with the buildings and other improvements of the Indians, so we concluded to take a piece along the east side of the Indian reserve, being something less than one-half of the whole claim, and the remainder from a point on the right bank of the river, to make up the total amount required—320 acres. Thus the claim would consist (theoretically) of part of Section 1, Township 26, Range 7; parts of Sections 5 and 6, Township 26, Range 6, and parts of Sections 31 and 32, Township 25, Range 6, being all included in the Indian Reserve here. The portion of the claim lying on the left bank of the river, lies principally on the flanks of the hills rising from the river to the north; that on the right bank being in the river flat, both parts being alike in being stony and gravelly, and in an agricultural view, of small value, though it is said to be splendid grazing land. There is very little timber on the claim. Mr. McDougall expressed himself pleased and perfectly satisfied with the location of the claim. As this comlpeted the work apportioned me for the season, I set out at once for home, reaching there on the 2nd instant.

I have the honor to be, Sir,

Your obedient servant,

FRED. W. WILKINS, *D.L.S.*

E. Deville, Esq.,
Surveyor-General,
Ottawa.

No. 18.

REPORT OF A. F. COTTON, D.L.S.

SUB-DIVISION SURVEY IN NEW WESTMINSTER DISTRICT.

NEW WESTMINSTER, B. C., 10th January, 1888.

SIR,—I have the honor to submit the following report of my operations in the New Westminster District, British Columbia.

I arrived here on the 27th of May, 1887, just as the Fraser River was at its highest stage. All the tributaries of the Fraser are mountain streams which rise very quickly during the warm weather of early summer. Last winter there was a great deal of snow in the mountains which kept all the streams very high for a long time.

The past summer was excessively dry and warm, and as a consequence bush fires were very numerous. The smoke was so dense, that for days at a time, it was impossible to see across the river. A great deal of very valuable timber has been destroyed in the district during the past season.

There has been a great influx of people to the Province this year, a great many having located in this district. This portion of the Province is the largest and best agricultural tract to be found in it, and in a few years is destined to be thickly settled.

The land cannot be excelled for either fruits, roots or grain. There are now several first class orchards, and all the newcomers are planting out trees. During the past season there were nine thousand fruit trees brought into the district from the States, besides several carloads from Ontario.

The other industries are lumbering and fishing. The former is carried on very extensively, there being several large mills in the district. Some idea may be formed of the latter from the following:—There are twelve canneries and two freezers in operation on the Fraser River, and they shipped seven million pounds of salmon during the past season. During the fishing season the Indians leave their reserves and flock to the canneries, where they find ready employment and good wages. As the season lasts from three to four months, they earn enough to keep themselves through the balance of the year. They make very little attempt at farming, although they have much of the best land in the district. Indian reserves in this portion of the Province are very numerous, and some of them very large, while only a few Indians live upon them. There is one reserve of over four thousand acres and only one Indian on it.

A list of the townships in which I have surveyed during the past season will be found below.

I have the honor to be, Sir,

Your obedient servant,

A. F. COTTON, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

LIST OF TOWNSHIPS IN WHICH SURVEYS HAVE BEEN PERFORMED BY A. F. COTTON, D.L.S. DURING THE SUMMER OF 1887.

Township 39, N. W. D.—High rolling land; soil, light loam and gravel; timber, fir, hemlock and cedar.

Block 5, Ranges 1 and 2, Township 38, N. W. D.—High land, gently rolling; soil, light sandy loam; timber, fir, hemlock and cedar.

Township 12, N. W. D.—The north-east corner is high and hilly; soil is sandy loam; timber, fir, hemlock, cedar and vine maple.

Townships 3 and 4, Range 28, W. of 6th I. M.—A large portion of these is composed of Sea-bird Island, which has been considered an Indian reserve. It is almost level, and the soil is first class, dark loam; timber, cedar and fir.

Township 6, Range 26, W. of 6th I. M.—Only a small portion of this is fit for settlement; the remainder is mountainous.

Township 5, Range 26, W. of 6th I. M.—Is very much the same as above. All the level land is Indian reserve.

No. 19.

REPORT OF JAS. F. GARDEN, D. L. S.

SUB-DIVISION SURVEY IN KAMLOOPS DISTRICT, B. C.

SIR,—I have the honor to submit the following report on the past season's survey, in the grazing country of British Columbia.

My instructions from you were such that I passed over about the same country as in 1886, completing and extending the surveys of that season; I have therefore not much to add to the report made for that year.

The bottom lands adjoining the north side of the Thompson River, from a few miles below Ashcroft to Shushwap Lake, a distance of about ninety miles, are very nearly all surveyed either by the Local Government, before the railway belt was declared through British Columbia, or since then under instructions from the Department of the Interior, and those parts on which water can be procured for irrigation are to a great extent taken up, principally under patents granted by the Local Government. Although held by private parties much of this land is unoccupied and unimproved.

A few new sqatters were found on the unpatented lands, but not much greater area was under cultivation than in the preceding year, the great difficulty being lack of water.

If the question of water supply could be solved in some cheap and effectual way, a new era of prosperity would begin for this part of British Columbia, and lands which at present are looked upon as adjuncts and secondary to the principal industry — cattle raising—could be made to support a population wholly agricultural. It is thought that artesian wells, bored in the bench and bottom lands, would be a solution of the problem. It might be a wise investment if the Government appropriated a sum sufficiently large to sink test wells, so as to decide this point.

The permanent streams running from the high lands on the north side of the Thompson River are not numerous. Within the twenty-mile limit from the railway, northerly, beginning a few miles below Ashcroft, where the Thompson enters a narrow gorge without bottom lands on either side, there are: first, Oregon Jack's Creek, the water of which is recorded under provincial regulations by ranchers in the vicinity, but which does not probably irrigate more than two hundred acres of land. Next comes the Bonaparte River, a large and important stream, entering the Thompson about one and a-half miles above Ashcroft. The water power at the mouth is utilized for running a grist mill, owned by T. Harper. Thence to Cache Creek, a distance of about seven miles, no water is drawn from it for irrigation, as it runs in a deep rugged gorge from 200 to 300 feet in depth, although in this distance some first class agricultural land adjoins it. Above Cache Creek village and the junction of the stream of that name with the Bonaparte, there are several small pieces of cultivated land which are easily irrigated, the stream running but a few feet below the general level. It has a rapid current, so that in most cases it is not necessary to begin the ditch more than from two to four miles up stream, in order to get the fall to deliver the water where required.

Very large yields of root crops are got off these ranches. Mr. Morgan, a stockman and rancher, got about ten tons of potatoes from three-quarters of an acre of land this season. Mangel-wurtzel, beets, carrots, &c., were also very large in specimens, and the crops abundant.

A much larger area might be put under cultivation here if the willows which line the stream were cleared out; but cattle raising is the principal occupation of the settlers, and agriculture is to a great extent neglected, except in the matter of raising winter fodder for the cattle.

The Bonaparte Valley, which is from one-quarter to one half mile in width, is nearly all taken up by settlers, under local claims.

Cache Creek Valley, which is watered by that stream, is an old and well cultivated section, 1,500 or 2,000 acres being cropped this year in wheat, oats and hay, the greater part of the two former being cut while still green for winter feed for the stock. This is done by all of the stockmen in preference to ripening and selling the grain. The next stream is called "Eight-Mile Creek," being about that distance east of Cache Creek Post Office. It is small, but seldom runs dry. The water is recorded by Mr. John Wilson, who owns a large amount of land in the vicinity.

He uses it in raising stock fodder and in the cultivation of a small vegetable patch. In this garden he has set out this summer 200 apple trees, and expects good results. In three years the first crop is borne, and good crops are the rule in this country after that. The climate and soil seem particularly well adapted not only for apples but grapes also, and although these latter have not yet been given a fair trial, it is not a matter of much doubt as to their successful growth. The bottom lands and hill sides adjoining the river have no early or late frosts and the summer temperature is high.

The next stream is a large one and would be of importance if it were not for the fact that the land for two or three miles on both sides and extending northerly from the Thompson River about 9 miles is taken up as an Indian Reserve.

It is said a band of only 80 or 100 Indians live on it, or, at least, claim it as their reserve, being most of the time away either cattle herding or hunting.

The name of this stream is Deadman's Creek. It enters the Thompson about 3 miles west of Savona's Ferry

It is bordered by benches of level or undulating land, along which water could be brought at a moderate cost, but the land is entirely unimproved and shut out from settlement.

From Savona's Ferry to the Tranquille River, a distance of about 16 miles, along the north side of Kamloops Lake, there is but one stream that has anything like a steady supply of water. In the narrow valley of this creek, called Copper Creek, two settlers have the greater portion of the cultivable land occupied. All along this shore of the lake the rocks and bluffs rise abruptly from the water's edge, leaving in a few places only, at the mouths of gulches and ravines, fan shaped small pieces of land which have been deposited by the spring torrents.

The Tranquille River, which enters the lake at its eastern end, is a good large stream, affording a plentiful supply to two settlers who have taken up all the available bottom land in the vicinity of its mouth, where it also furnishes power to a grist and saw mill. There are two good orchards situated here, which demonstrate the capabilities of the country for fruit culture.

From the Tranquille to the North Thompson River opposite Kamloops, a distance of about 8 miles, no other stream enters the river, although an extensive tract of bottom land begins at the former place and extends all the way, and which could be made to support a number of farmers but for that disadvantage.

Up the North Thompson to the limit of the railway belt there are two good streams of permanent water with several smaller ones with varying quantities. The first large one is Jamieson's Creek, on the west side of the North Thompson River, from which water is drawn both north and south a distance in all of about 5 miles.

Hefferley Creek, on the east side, is small, but furnishes a comparatively steady supply to two or three ranches. From Kamloops easterly, bordering the north side of the South Thompson River, the bottom and bench lands are narrow and unwatered for about 15 miles, at which point, in Township 20, Range 14, the high rocky range recedes northerly, leaving some extensive bench lands and hills, with, however, but little water on them.

A. G. Pemberton has a large tract of good land bordering the river in this township, which is rather poorly watered by a small stream. He succeeded last season in spite of this in raising a good crop of oats, besides fodder, as well as vegetables for his own use.

Neskanlin Creek, which is the outlet of a lake of the same name, is 30 miles east of Kamloops, in Township 20, Range 13.

It supplies all the bottom lands in the vicinity, which are occupied by two settlers, with plenty of water, and could also be carried over a good piece of bench land 150 feet above the river.

This is the most easterly point to which the survey was carried, and in this distance from Ashcroft there are but nine or ten streams at the most that can be relied on for irrigation, and the water from most of these can be carried over but a limited area.

These facts prove that, to make this much of an agricultural country, it will be necessary to adopt some scheme of irrigation, either by artesian wells or pumping machinery, before any large area can be brought under cultivation, the rainfall being so light that artificial watering cannot be dispensed with.

The former method, if it can be successfully introduced, will have the merit of cheapness and adaptability to places, where, on account of the small amount of cultivable land, the expense of pumping would be too great.

The weather last winter was unusually severe and the snowfall heavy. As a result losses were experienced by many of the stockmen throughout the country from the death of cattle from exposure and hunger.

The necessity of supplying winter fodder is becoming greater each succeeding year on account of the bunch grass being in many of the older parts nearly destroyed by overstocking and want of protection.

The whole of the grazing country being a common, has led to complete indifference to the question of preserving the winter ranges, either by fencing or herding.

In summer the animals ascend the higher mountains and find there plenty of food. The snowfalls and cold weather drive them early in the winter from these heights to the lower warm and open valleys adjoining the river. These supplied them, prior to the last few years, with plenty of sustenance, and it is thought would do so again if the land were held in large tracts by companies or individuals, to whose interest it would be to protect the grass.

I have the honor to be, Sir,

Your obedient servant,

JAMES F. GARDEN, *D.L.S.*

E. Deville, Esq.,
Surveyor General,
Ottawa.

No. 20.

REPORT OF THOS. FAWCETT, D.T.S.

SUB-DIVISION SURVEY IN KAMLOOPS DISTRICT, B. C.

GRAVENHURST, 23rd December, 1887.

SIR,—I have the honor to submit the following notes relating to my operations and observations in the Kamloops district during the past season.

Conformable to instructions I started from Gravenhurst on the 16th May, proceeding to Ottawa for instructions. I then communicated with Messrs. Creighton and Bickerstaff, the young men appointed by the Department to assist me.

Having arranged preliminaries I proceeded with assistants and other members of my party *viâ* Canadian Pacific Railway to Kamloops, where the party remained to collect horses and outfit which were left to winter in the locality, while I proceeded to Victoria to procure such supplies as could not be obtained at Kamloops. This done I returned to Kamloops and commenced survey operations on the 1st June. Working westward from Kamloops I traversed the deeded lots and ran additional sectional lines as a check on my work of last year. Between Savona's Ferry and Ashcroft, where there were no settlers, I planted section posts by measurements and azimuths from the nearest reference marks on the Canadian Pacific Railway. From Ashcroft to the Indian reserve, south of Spatsum, I carried on the surveys by running the section lines and traversing the outlines of deeded and pre-empted lots. Having completed the work as far as required in that direction, I returned to Kamloops and continued my operations to the limit of the railway belt at Stump Lake, running additional section lines, traversing lakes, and tracing the outlines of deeded lots and pre-emptions. This work was carried eastward from Kamloops for 22 miles and as far back from the railway as settlements were found. Being employed in this way till the 16th December I discharged my party and started for home.

Having in my report last year given an account of each township taken by itself, I will confine my notes this year to a few general remarks on the various points of interest in connection with that part of the country.

The first and most important question, viewing the country from either an agricultural standpoint or as a grazing country, is that of irrigation. Last winter demonstrated to the stockmen in a most practical manner that they need not expect to make much progress in stock raising unless they could provide feed for their animals for at least two months during the winter, and also provide shelter. Now, I have seen taken from meadows which were irrigated four and five tons of hay per acre of the best quality. The hay crop is considered much more profitable than grain, although the latter of the best quality can be raised. At present but a small percentage of the land suitable for meadow land and cultivation is used for that purpose. Not more than one-third of the land along the banks of the Thompson River has ever been under cultivation, although sufficient water flows down the stream to irrigate a million acres. Then there are benches at an elevation of from three to four hundred feet above the valley containing from twenty acres to one thousand and over, which would be first-class agricultural lands, requiring only irrigation to make them such, but how to place water there is the question which ranks above all others in importance. At present the only means made use of is that which is the most easily applied, irrigation from running streams, either natural or improved, the water being carried over the land to be irrigated by the force of gravity

alone. Where these means can be adopted it is by far the most economical, and, in fact, the only reliable method for irrigating the higher lands above the rivers, and there is much room for improvement on the present condition of things in that respect. What is now required is to select suitable places along the streams to form reservoirs for holding the water and distributing it only as required. The conformation of the hills in that part of British Columbia comprised within the Kamloops district as far as observed seemed well suited for a reservoir or artificial lake of large capacity, which could be formed in many places by constructing a short dam and retaining the water which at present is allowed to escape in floods in the spring of the year, washing away and destroying valuable lands over which they pass. Some of the people talk of irrigating these elevated plateaus by means of artesian wells. An experiment or two in that direction in a suitable locality would do no harm but would test the feasibility of such a scheme. My own opinion in regard to this means of obtaining water is that in but few localities it will be found to succeed, and under the best conditions no one well need be expected to supply more water than sufficient to irrigate one hundred and sixty acres of land. Some of the settlers with whom I conversed seemed to have erroneous views in regard to this matter, thinking that one well might supply a large tract of country. Using means to conserve the water resulting from snowfall in winter, and the rainfall during spring and fall, will be found a much better method, as under such circumstances every one can tell by a little calculation what water he has in store, and how much land it will supply. In the spring of the year when the streams are swollen to the dimensions of rivers, by changing the course for a few days a prepared reservoir of sufficient capacity to supply a farm all summer might be filled; and as the water in all the streams is recorded to its full extent, reservoirs will have to be formed if the country is to flourish and produce food for man and beast.

The lands lying along the river, which are of the best quality, may be watered from the river, water being raised for the purpose by means of windmills, steam engines, waterwheels, hydraulic rams and other methods. The last named is a machine for raising water by its own momentum; in my opinion it could be employed to advantage along the river where water would not be required to be raised more than from thirty to forty feet, which would be quite high enough to irrigate a great portion of the flat land bordering on the Thompson River.

As the object of stockmen is mainly directed to the growth of feed to be stored for winter use, it might be an advantage to cultivate to a much greater extent the growth of what appears to be one of the natural products of the country, *i.e.*, rye grass, as it is found growing where nothing else seems to thrive, in fields which have not been irrigated, and where no other grasses are found. The growth of this grass is exceedingly rapid, and from land well irrigated several crops might be taken during the summer. Upwards of forty tons per acre, first class fodder, have been realized from this crop. Other grass such as form a good sod should be introduced, and in this way the productive power of the country might be very much increased. As the soil underneath the surface is usually dry and free from moisture it will on this account be favourable to the growth of the leguminous plant known as Lucerne or Alfalfa, which has been introduced in several localities in the Province of Ontario. This is a crop especially suitable to a dry climate, and is grown to a great extent in California, and would certainly thrive in the Kamloops District. The area adapted to irrigation in its present unimproved condition might be very much enlarged by filling up the water channels which have been made by floods in the spring, and by terracing the hillsides. Hillsides may be watered as easily as the land which is nearly level, by carefully tracing the water channels along them so that there will not be too rapid a flow. If the country become settled and the land is to be used to advantage all these points will receive attention in the near future. The productiveness of the soil is unquestionably established by the successive growth of crops, and as figures were given in my report last year showing the usual yield per acre, I need not repeat them now.

The next point to which I devoted some attention is that of disposing of the pasture land, whether it will be granted in larger or smaller tracts, or be retained by the Government. The one question which every settler will ask and the only one which he seems to think worth considering is, what is the Government going to do with the land ?

That part of Townships 20, Ranges 18 and 19, lying between the southerly boundary of the townships and Kamloops Lake and Thompson River, were subdivided into sections as Mr. Roper had made application to purchase the land for a winter range for his stock. The greater portion of the land is composed of high hills rising towards the south and separated by deep valleys and gulches, which during the spring serve as watercourses, but prove a great obstruction to travel, and injure the land. About one-third of the whole area is rocky, and about one-fifth, principally the higher hills, is covered with timber, some of which is good but inconvenient for use on account of its situation. The range seems to be a favorite one for stock, being closely eaten off and occupied by numbers of cattle and horses, while much better pasture was seen nearly unoccupied a few miles distant towards the south. Mr. Roper intends fencing this range if he acquires the land, and allowing the grass to grow for two or three years before he turns his stock on to it, by which time it would be so improved as to sustain a greater number. The tract is watered by several alkaline ponds which are found on the hilltop. Springs issue from the banks of some of the gulches, but the water in these is not good in consequence of the alkalies by which the soil seems to be thoroughly impregnated. There are no flats along the shore of Kamloops Lake that could be cultivated except a point at the east end of the lake owned by the Hudson's Bay Company. Two or three plots of ground along the waggon road would make first class points for settlement if water were obtained for irrigation and other purposes, but to obtain it would involve the expenditure of considerable capital, so that up to the present no one seems to have risked the investment. Mr. Roper desires to purchase the entire tract and has offered to pay one dollar per acre for it. The idea of giving any one man or company of men control of large tract of land is contrary to the wishes of a majority of those who live in the country, and they would favor a direct taxation of so much per head to be collected from each person running stock on the open range. This idea on their part comes not from the thought that the pasture would be better used as a common, but that if parties were allowed to purchase a large tract, this would be fenced by the owner, who would use the common during the summer, and keep his fenced pasture for winter use. Every man owning stock would purchase and fence a considerable quantity of land if he were able; this can easily be ascertained by conversing with the people. Those who are the most strongly opposed to having the land sold would themselves buy it if they could, and agree with you that if the pasture were fenced and allowed to grow up, it would support a greater number of stock than under present conditions. The opposition to having the land sold then simply arises from the fact that those persons who are not as strong financially as others are ready to do all in their power to prevent those who have the means from purchasing advantages which they themselves could not enjoy.

Mr. Palmer is another rancheman of means who wishes to purchase three or four thousand acres of land near Stump Lake. In this locality the feed this year has been very much destroyed by grasshoppers. Reports from Nicola Valley and other places toward the south say that they have also been destructive in those parts. This country is very seldom troubled with these pests, and it is almost a wonder that they should find their way in such numbers over the great tracts of mountain ranges to those comparatively small valleys in British Columbia. A person would not expect this to occur many times in a lifetime. Had the pasture not been affected by the inroad of grasshoppers it would have been in prime condition, especially in Townships 18, Ranges 18 and 17. Range 18 is mostly open country; Range 17, as described last year, is most of it timbered mountain land, but is not to be despised as pasture on that account, as a good growth of grass is generally to be found among the trees. In running additional lines in Townships 16 and 17, Range 16, to make my

surveys of last season more complete, I noticed that the quality of the soil in these townships which are counted as timbered mountain land is far superior to that found on the open range, and the percentage of stony land is much less, while the hills are not so steep nor high. The elevation of this land would be upwards of two thousand feet, higher than the valley of the Thompson River at Kamloops; hence there are frequent summer frosts, but that these should be so severe and frequent as to render it impossible to raise crops where water could be obtained to irrigate, I do not consider fully established, although the settlers who have appropriated the marsh meadows which prevail do not try to raise any other crop, except Mr. Palmer, who is trying to substitute timothy for the beaver grass, with every prospect of success, as the seed sown last spring had taken root and was rapidly springing up among the other grasses. But a limited area of the mountain land has been explored, and I am certain other valuable meadows could be found if the explorer would penetrate the timber and hills to a greater distance. In consequence of thick brush and fallen timber, which render it very inconvenient to get horses through the woods, no one seems to penetrate more than a few miles beyond the open range, hence a considerable portion of the land remains *terra incognita*, but this condition will not continue long, as the people are anxious to find all the meadow land which they possibly can, as the value of such but recently ascertained causes great competition. The timber in the township above named, although thick on the ground, is in many places small and suitable for nothing but building and fencing, there being none of any account which could be converted into lumber. The fires, which have been so universal in their destructive effects wherever timber land exists, have not made an exception of this part, as in many places the large timber is all found on the ground, in some cases mostly burnt up and a second growth of small pine altogether too numerous to attain to any size occupies the soil, and these small trees in patches are found dead from the same cause only of a more recent date. If by experiment it should be found that, by irrigating, crops could be successfully grown in these mountain districts, large tracts of comparatively level land, easily cleared, would be available for settlement—a much greater percentage than is found in the open ranges where the surface is so very very hilly, and all the little flats suitable for agricultural purposes already occupied.

The weather during the summer was more favorable than in 1886, as the heat was neither as excessive nor as long continued; and several showers of rain, both in the earlier part of summer and in the fall, assisted the growth of grass on the ranges very much, as well as diminishing the labor of irrigating the crops. The pasture was very much better at the commencement of winter than it was last year, and cattle and horses were in prime condition up to the middle of December, at which time I left.

With reference to the climate I do not think a better could be found, in so far as it is calculated to impart vigor and good health, especially would this be the case where persons are subject to asthma, catarrh and kindred ailments. I have met with several persons who had removed west for the good of their health, and had derived incalculable benefit.

I have the honor to be, Sir,

Your obedient servant,

THOMAS FAWCETT, *D.T.S.*

E. Deville, Esq.,
Surveyor General,
Ottawa.

No. 21.

REPORT OF JOHN McLATCHIE, D.L.S.

SUB-DIVISION SURVEY ON SALMON, EAGLE AND SPELLAMCHEEN RIVERS.

SICAMOUS, B. C., 12th January, 1888.

SIR,—I beg to submit the following report of survey performed by me during the past season in the railway belt in the Province of British Columbia.

The season's operations consisted of surveys in the valleys of the Eagle, Salmon and Spellamcheen Rivers; the replacing of Canadian Pacific traverse posts from Salmon Arm to Notch Hill, and the survey of several sections at Tappen and Notch Hill, comprising altogether about two hundred and fifty miles of section and traverse lines.

The survey in the valley of the Eagle River, from its mouth to Griffin Lake, a distance of twenty-seven miles, consisted in defining the section lines and section corners along the Canadian Pacific Railway from the traverse points on the railway line.

From the mouth of the river to the Forks, the valley is from one to one and a-half miles in breadth, and along the south branch to Griffin Lake, from one-quarter to one-half mile in breadth.

Only one actual settler is located in this valley, near the railway line, and about two miles west of Craigillachie station. He has obtained an excellent location, the soil being a clay loam, and conveniently situated for obtaining a supply of water for irrigation purposes.

The soil in this valley generally varies from a light sandy loam to sand and gravel; only in places where the land is low and liable to be overflown in the spring is there any heavy soil. Although the soil appears light, there is a rank growth of timothy along the waggon road. There also seems to be a rank growth of underbrush and weeds, but this is likely owing to its being shaded in the woods, and if exposed to the direct rays of the sun, the growth would not be so rank or luxuriant.

There has been an immense quantity of magnificent timber in this valley, principally Douglas fir and cedar, but the fires of the past two or three seasons have destroyed the most of it, so that very little merchantable timber remains in the valley. Some of it is yet green, but the bark being scorched it will soon become worm eaten, and worthless for manufacturing purposes.

On Salmon River the survey extends southward up the river from its mouth about ten miles, crossing Townships 19 and 20, in Range 10; the valley being, in Township 20, from one and a half to two miles in breadth, and in Township 19 from half a mile to one mile in breadth. The soil is black and clay loam with clay subsoil. Only three actual settlers were located in this valley at the time the survey was made; since then several others have taken up land.

Sufficient land has been surveyed here to locate forty or fifty settlers.

In Township 20, Range 10, at the mouth of the river, an Indian reserve has been located, containing about 2,400 acres of land, which covers most of the hay land on the river valley, besides some excellent farming land. This is considered a great drawback in the settlement of the valley, and no doubt has prevented many from locating there who would otherwise have done so. On the bench land to the south-east and south-west of Salmon Arm towards Mount Ida, the timber has been mostly destroyed by fire. In the valley the timber has not been so much damaged. It is chiefly cottonwood, cedar, and Douglas fir; the fir and cedar being from two to four

feet in diameter, and generally tall and straight. The cottonwood averages from three to four feet, and often measures six feet in diameter. There are also some poplar and white birch. Red and grey willow, hawthorn and hazel intertwined with woodbine forms a dense growth along the river bottom. In Township 19, there is some good pasture land on the hillsides or bench land.

At Tappen several sections were surveyed adjoining the Indian reserve, which is situated at the mouth of White and Granite Creeks and contains about 800 acres of the best farming land in that vicinity. There are only three actual settlers located at this place. Two of them located in White Creek Valley raised a large quantity of vegetables, without having to resort to irrigation. The valley of White Creek is about one fourth of a mile wide. The soil is composed of black loam to a depth of two feet, and contains sufficient moisture to make it productive. The whole of the country surveyed has been over-run by fire which has partially destroyed the timber, which is principally composed of cedar and Douglas fir, from two to three feet in diameter.

The sections surveyed at Notch Hill are generally composed of sandy and clay loam, with clay subsoil. It is mostly high or bench land, but two swamps, one north and the other south of Notch Hill, containing several hundred acres of land, are composed of black loam to a depth of two or three feet. Four settlers have made improvements and raised a considerable quantity of vegetables, chiefly potatoes and cabbage, and although the elevation is several hundred feet above Shuswap Lake they appeared to be superior to any I saw grown in the valley. The timber, which is chiefly fir and cedar, from two to three feet in diameter, has been partially destroyed by fire. A considerable quantity, however, is still suitable for manufacturing into lumber, although the trunks of the trees have been pretty well scorched.

From Tappen north-westward along Granite Creek, northward along White Creek towards White Lake, along the railway to Notch Hill and extending beyond Notch Hill to Black Bay on Shuswap Lake, there is a large area of agricultural land, principally high or bench land, with occasional swamps and creek valleys, the most of which will require irrigation to make it productive. Along the tote road timothy is found growing luxuriantly, especially in the woods where it is shaded. The settlers claim that hay and wheat could be grown on the bench land all over this area without resorting to irrigation, but this is a question; I think, unless during exceptionally rainy seasons, that will have to be decided by experimenting.

A line was run from Salmon Arm to Spallamcheen River, crossing Canoe Creek Valley. This valley contains some good farming land; the soil is generally a sandy loam. The timber is chiefly Douglas fir and cedar, from two to three feet in diameter, and has been partially destroyed by fire. On the westerly slope of the mountain the fire has nearly made a clean sweep of the timber. In Canoe Creek Valley and on the easterly slope of the mountain towards the Spallamcheen River the largest proportion of the timber has fallen, making the heaviest windfall I have ever seen. The standing timber is either killed or schorched by fire, so that in a few years it will be worthless for manufacturing purposes. Only a few patches of timber along the line had escaped being scorched.

The survey in the Spallamcheen Valley extends southward from Sicamous about twelve miles, only four miles of that surveyed being in the river valley, the balance being along Sicamous Narrows and Mara Lake. The land surveyed in the valley is generally low and wet, part of it being liable to be overflown during high water every season. Some eight settlers have located on this portion. The soil is a sandy and clay loam, with clay subsoil. The timber in the valley has been mostly destroyed by fire; some large cedar and fir still remain, but there is not much suitable for manufacturing purposes.

This valley, to the southward of the survey, is considered one of the most valuable for agriculture that exists in the Province of British Columbia. The wheat crop during the past season averaged over thirty bushels to an acre, without irrigating the land, and this is considered below the usual return. It is claimed that it will also become a great fruit growing valley. Three car loads, numbering some thousands

of apple and other fruit trees, procured at an expense of $15,000, were planted during the past season, and every confidence of success is expressed by those who have undertaken the experiment.

So far as my survey extended in those valleys, an ample supply of water could be procured for irrigation purposes from the mountain streams. I question the propriety, however, of using the cold water from those streams without first retaining it in an artificial pond or tank for several days before using it. It would certainly tend to retard the growth of plants if used for flooding, as I have seen it used, although it might not be so hurtful if carried in small trenches, as the temperature is very high in the valleys, often reaching 120° in the shade.

A great drawback in the settlement of the country is the expense of clearing the land of timber. The average cost, from the best information I obtained, would be about seventy-five dollars an acre. This, of course, includes the delving of the ground with a spade, or the use of the grub hoe in making it ready for a crop, and will account to a certain extent for the small clearings made by the settlers after two or three years' residence.

I have the honor to be, Sir,

Your obedient servant,

JOHN McLATCHIE, *D.L.S.*

E. Deville, Esq.,
Surveyor General,
Ottawa.

No. 22.

REPORT OF P. R. A. BELANGER, D. L. S.

SUB-DIVISION SURVEY IN VICINITY OF COLUMBIA RIVER.

L'ISLET, 17th December, 1887.

SIR,—I have the honor to submit the following general report upon my work of the past season:—

In accordance with your instructions of the 7th May last, for the establishment of section corners along the Canadian Pacific Railway, in British Columbia, I left here on the 23rd of the same month, calling *en route* at Ottawa for further instructions, and at Winnipeg and Calgary, for the purpose of hiring men for my party. On the 11th June, I arrived at Stephen, the initial point of my work; from thence, I established the section or quarter section corners nearest to the railway continuously to Leanchoil, in the valley of the Wapta (Kicking Horse) River, a distance of about twenty-five miles, traversing almost diagonally across Townships 28, 27 and 26, in Ranges 17 to 19, west of the 5th Initial Meridian. The land traversed in this valley is unfit for cultivation, on account of its ruggedness and prevailing early frosts. The timber has mostly been destroyed by fire. There is, however, on the foot hills and on the flanks of the mountains, splendid spruce, fir and cedar, and a few pines may also be found fit for manufacturing and building purposes, principally on the north side of the river, where the fires have not been so frequent.

Mount Stephen is situated in the south-east quarter of Township 28, in Range 18, west of the 5th Initial Meridian. There is an extensive deposit of galena ore in Section 22, in this township, which has been developed to some extent. The mine is situated right above the eastern entrance of the Canadian Pacific Railway tunnel. Field is situated on the western side of Mount Stephen on Section 17.

At about two miles north-east of Otter Tail, in Range 19, is situated another deposit of galena ore, which has been worked until last spring, when a fire destroyed the mills and machinery used for working the mine.

The valley of the Wapta River, near the summit of the Rockies, is narrow and very rough, especially between Hector and Field; west of the latter it widens somewhat. It contains some good land, suitable for cultivation, were it not for the prevailing frosts, which would not permit the maturity of a crop.

On the 12th July, being then at Leanchoil, I received your telegram ordering me to proceed to Illecillewaet, there to survey some town lots. On the 13th I arrived at Illecillewaet, where you gave me verbal instructions concerning the survey. I then proceeded to Revelstoke to locate some squatters' claims. I surveyed part of Sections 14, 15, 22, 23, 26, 27, 28, 29 and 30, in Township 23, in Range 2, west of the 6th Meridian. The soil on the claims of Messrs. John Miles and Samuel D. Crowl is pretty good, and well adapted for cultivation. Mr. William MacKee's claim is more suitable for grazing purposes. These three claims are contiguous to the railway line; the neighborhood is hilly, the timber has been destroyed, and is now overgrown with shrubs. The claim of G. W. Sproat is about two and a half miles from the railway line, and on the Columbia River; the land can be classified as hay land, it being a natural meadow, unfit for other cultivation. From the railway to Crowl's claim, I met with very large timber, consisting of spruce, Douglas pine, a few white pine, and a great quantity of cedar, one of the latter measuring 35 feet in circumference. As far as I could judge, a large quantity of heavy timber might be cut in the valley of the Columbia, south of Revelstoke.

On the 6th of August, having finished the work in the neighborhood of Revelstoke, I went back to Illecillewaet to lay out town lots according to instructions dated the 30th July. Here I found that Mr. Poudrier, D. L. S., had already laid out some seventy lots for the railway company. In order not to interfere with improvements already made by parties on the lots as surveyed by Mr. Poudrier, I adopted the sub-division he had made for all the lots already occupied, re-surveying the whole and making some changes only in the western part where no improvements had been commenced. The western part of the town has been sub-divided into eighty-nine lots, and the eastern into 119. The regular streets and avenues are 50 feet wide. Between the east and west parts of the town is the Selkirk Mining and Smelting Company's reserve, having a frontage of 481 feet on the railway reserve, and running back to River Avenue.

The town of Illecillewaet is situated on a small flat formed by a bend of the Illecillewaet River, and lies between the said river and a straight line parallel to the Canadian Pacific Railway main track at Illecillewaet Station, which is two hundred and fifty feet north of the centre of the town. It is well watered by the said river and small streams coming from the high mountains in the immediate vicinity. The eastern part of the town and the Selkirk Company's reserve were heavily timbered at the time of the survey. The "booming" was in the western part of the town, where the land had been cleared and building was progressing on a large scale. However, I do not hesitate to say that the lots of the eastern part will soon prove more valuable than those of the western, which are liable to be flooded every year from the river. The prospective wealth of the town appears to be centred in the timber trade, which is already in full operation, and the numerous rich mines which abound in the Selkirk Range (some of which are now worked by the Selkirk Mining and Smelting Co., and have proved to be very rich). Across the river there appears to be a splendid plateau where numerous villa lots might be laid out to advantage.

On the 21st August, having completed the survey of Illecillewaet, I moved to Donald, where I was engaged for the greatest part of the following week in preparing the field notes and plan of said survey. I then resumed work under the original instructions and established section corners from Donald to Golden, where I terminated the season's work.

The only cultivated land worthy of note occurs in the belt near Golden, where five or six small farms are worked to great advantage, the cultivation of root crops being especially successful. Happening to establish a section line across this settlement, I reflected how great would be the disturbance to the squatters if the homesteads were to be granted according to the regular system of survey; four squatters would then be on one and the same section and two on another. In such case I consider that the best way to satisfy all parties would be to grant each squatter his claim as he originally located it, fronting on the railway line, as shown on the plan.

At Moberly root crops are cultivated with great success by a Mr. Wm. Barker. From thence westwards large hay marshes exist where quantities of good hay might be cut. An extensive hay meadow of about four miles in length is also found in the valley of the Columbia, south-east of Golden, which supplies not only the squatters in the vicinity, but also the residents of Donald and Golden.

The timber in the valley of the Columbia along the Candian Pacific Railway has been more or less damaged by fire; in many places it is nearly all burnt, and what has been left is good only for fuel. I noticed, however, that from Moberly westward to a mile west of Blueberry Creek—a distance of about four miles—the country is heavily timbered with splendid large spruce and Douglas pine, the timber extending in the valley of the creek for many miles.

Towards the end of October, finding that the drifting ice in the Columbia rendered canoeing dangerous and almost impossible, and the banks of the river being too thickly covered with willows, I considered that the traverse of the river at so late a season could not be advantageously made. I decided to do only three or four miles of traversing, this being absolutely necessary to compute the area of lots already taken up or required for mill sites, steamboat landings, &c.

During the course of my survey I only had opportunity for taking seventeen photographic views.

I took eleven statutory declarations of settlers concerning the farms herein mentioned.

On the 29th of October I arrived at Calgary, where I stored my outfit. I left there on the 31st for Winnipeg, where I discharged my party and returned home at once.

I have the honor to be, Sir,

Your obedient servant,

P. R. A. BELANGER, *D. L. S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 23.

REPORT OF J. J. McARTHUR, D.L.S.

TOPOGRAPHICAL SURVEY OF THE ROCKY MOUNTAINS.

AYLMER, 5th December, 1887.

SIR,—I beg leave to submit to you my report on my topographical survey in the Rocky Mountains.

I was instructed to commence work near Field, B. C., and thence extend my operations so as to include, if possible, the twenty-mile belt on either side of the Canadian Pacific Railway line. I connected my work with the Canadian Pacific traverse. My party consisted of myself and assistant, and another man who acted in the capacity of packer and cook. We were provided with three horses and a light camp outfit. I selected Mount Field as one of my initial stations. This ascent, our first of the season, was accomplished with great labor, not unattended with danger. At daybreak on the fifteenth day of July, accompanied by my assistant, I forded the Kicking Horse, the unpleasantness of which may be imagined, as the water was swift and waist-deep, and the thermometer stood below freezing point. Our course toward the summit was anything but direct. A high wooded ridge connects Mount Field with the high mountain directly opposite Field station, and we judged that it offered the only practicable route, a conjecture which afterwards proved correct. Our ascent, for two thousand feet, was very steep, through a heavy bush with rank underbrush; above this our road frequently led across the tracks of snow slides, the accumulated *débris* making it anything but pleasant travelling. Up to where those slides occurred we had not once caught a glimpse of our destination, but had toiled perseveringly with nothing to encourage us; but now, through those roadways cleared by the slide, we caught occasional glimpses of Mount Field, and struggled on with renewed vigor. A couple of deep, clay canyons had to be crossed. After climbing over four hours, the absence of underbrush, park-like appearance of the forest, and frequent garden-like openings warned us that we were nearing the summit of the wooded ridge. About ten o'clock we reached timber line and sat down for a long rest, and to eat part of our lunches. Here all the real difficulties and dangers of the ascent were to begin. From here the mountain appeared more formidable than from below. We were now nearly a mile further back from the railway than our destined point, and would have to go still further back to attain the summit of the ridge which leads to Mount Field. Our course lay diagonally across a very steep slope, covered with shale, which made very tiresome climbing as it offered scarcely any resistance, and we often found ourselves carried quite a distance down, buried above the ankles. After climbing for an hour and a half across the shale, and sometimes across the steep, hard snow which filled the small ravines, we reached the top of the slope. From here to the summit of the ridge, a height of about three hundred feet, the ascent was very difficult. It was one disconnected mass of half-balanced *débris*, and the displacement of one block might be followed by dangerous results. About noon, with a feeling of exultation, we stood upon the top of the ridge. Clinging to the other slope, and almost flush with the top, was a glacier which extends along the ridge and to a considerable distance below. The sky had become overcast during the last couple of hours, and the cold west wind made it very uncomfortable. We moved along the broken top of the ridge, and shortly after one o'clock we stood upon the topmost peak of Mount Field, after climbing eight hours. Looking to the north

across the canyon of the North Fork, we discovered a vast glacier, extending to the north-west, and apparently interminable. Viewed in the dull light it appeared an immense, dirty and uneven snow field, with here and there high rocky ridges and needles, partly snow-clad, rising many hundreds of feet above the glacier, as if struggling to free themselves from its icy embrace. At the bottom of the canyon, nearly 6,000 feet below, flowed the North Fork, the milky appearance of its waters giving evidence of the great glaciers at its source. Directly across the Kicking Horse canyon, Mount Stephen rose far above us, and far up the Otter Tail Pass Three Sister Peaks rose prominently above all their surroundings. These "Three Peaks," as I have named them, are the highest that I have established by my survey, the western one towering 11,000 feet above the sea. The clouds hanging over the summits of the distant Van Horne Range, warned us that a storm was to be expected, and that no time was to be lost. I set to work to sketch the mountains and become acquainted with the numerous peaks, that I might afterwards know them from other points of view. This task occupied one hour, and I immediately set about my observations. Taking azimuth and zenith distance readings on all the principal peaks shown on my profile sketches, took up more than another hour, and I barely had my instruments boxed when the storm of wind and snow burst upon us. It was an old-fashioned blizzard. We took refuge under the ledges of rock, but our necessarily scant clothing was a poor defence against such inclemency; moreover, the exertion of climbing had caused us to perspire so freely as to dampen our clothes, and remaining motionless for such a length of time, exposed to the raw wind, had almost paralysed us. In about fifteen minutes the storm had passed, and although the sun did not appear, it left the atmosphere much clearer. We immediately set about taking our views, which, with the convenient camera furnished us, did not take long, and glad of the opportunity of warming ourselves, we packed our instruments and began the descent. In reaching the point where we had gained the top of the ridge, we in several places took advantage of the glacier, the fresh fallen snow under foot giving forth a pleasant wintry sound. From here to the shaly slope below, we had to exercise the greatest caution, as the descent was sure to be more difficult and dangerous than the ascent had been. With faces to the rock, and climbing backwards, we started down, feeling our way with our feet, and testing everything on which we had to rely for support. After fully as long a time as the ascent had taken, we reached the shale, and started back across the slope, the shale at every forward step carrying us down several feet. In about ten minutes we had retraced what it had taken one hour and a half to ascend, and had reached timber line. Here we rested and ate the remainder of our lunch. Nothing can exceed the beauty of the gardens at the foot of perpetual snow. Looking around at the grove like forest and green sward, it is hard to imagine one's self at the limit of vegetation. To the west, about five miles distant, is a high conical mountain, which looms 5,784 feet above the sea, and at its base lies Emerald Lake, fed by three large glaciers, which are separated almost to their bases by rocky spurs, and terminate in one common moraine of sand, pebbles and boulders, which extends about one mile and a half to the lake, and is about two miles wide. Resuming the descent we travelled through the park-like forest almost on the run, until we came to the clay canyons and snow-slides, where we had to exercise the greatest care. The remainder of the descent was made without incident, and we reached camp at 8 p.m., after an absence of fifteen hours, about three of which were spent at the summit. In all the passes that we explored, the mountains rising abruptly on either side, and overgrown with dense bush and underbrush, rendered it impossible to bring our horses or locate our camp any distance above the pass. We never occupied more than one day in making any one ascent this season, although this entailed an almost continual strain upon us during from twelve to eighteen hours; still the ruggedness of the mountains rendered the packing of blankets and provisions along with our instruments almost an impossibility; besides we performed in one day what would otherwise have taken two. Our next ascent was to a peak situated between Mounts Dennis and Stephen, where we established a camera station 3,500 feet above the valley. Our principal object

was to reconnoitre Mount Stephen, and discover, if possible, a route by which we might gain its summit. Viewed from our station it appeared wedge shaped, with a blade-like ridge leading to its turrets, which crown the top. The eastern slope forms part of the wall of a large amphitheatre, situated immediately behind the shrunken glaciers, on whose sides rises the creek along which we had made the ascent, and which empties into the river near Mount Stephen House. The blade-like ridge offered the only possible route, and from where we stood it appeared very steep and broken, and we came to the conclusion that Mount Stephen was impregnable, although later in the season, after we had gained in nerve and self-confidence, we made the attempt and succeeded. After having ascended Mount Dennis, I moved to Hector, near the summit, where I occupied four stations. Smoke interfered greatly with our operations about this time. Our first station is immediately over the Kicking Horse Lake, on a spur of a ridge which forms the summit of the Rocky Mountains. From this point an extensive view can be had of the immense glacier which I have mentioned as having been seen from Mount Field. Looking to the north-west a succession of short, rocky, snow-clad ridges and needles mark the summit of the Rockies. The glacier fills up the intervals between these ridges, sometimes three or four miles, and slopes on either side, feeding on the east the Bow Lakes, Bath Creek, and other tributaries of the Bow River, and on the west forming part of the wall of the vast ice-bound amphitheatre, in which the North Fork takes its rise. For fully twenty miles this glacier marks the summit of the Rockies; it then takes a southerly course and connects with that system of glaciers which extends north from Emerald Lake. This large field of ice is as far as we were able to observe, unbroken, save by the jutting rocky ridges and peaks, evidences of the submerged mountain chain.

The summit of the Rockies, in this neighborhood, furnishes a most interesting field for the geologist and scientist, for at no place on the continent is the age of ice more strongly represented, and at the same time so easy of access.

Our next move was up the Cataract Creek Pass, south from Hector. This creek is the headwater of the Kicking Horse. We penetrated as far as the "local divide"; we occupied three stations along this pass. Our first is situated on the east side of the valley, on a spur separating two large moving glaciers, which lie between precipitous walls seven thousand feet high, and descend at a very abrupt angle. Those rivers of ice formed a very interesting study. One looks from the wonderful glacier cascades, with their billowing appearance, to the deep rifts and crevices with which the surface is riven; the perpendicular faces of pale green marking the recent tractures, where large bodies of snow-covered ice have been forced by the masses behind, over the most precipitous parts of the glacier, and have broken off, shattered into hundreds of blue blocks, and scattered over the slope below. Subsequently when moving up the pass, our trail led across a deeply furrowed slide of coarse gravel and boulders, several hundred yards in width, which has been carried down from those glaciers. Immediately across from the station is a high glacier capped range which leads back from Cathedral Mountain. This ice field, which is several miles in length, has receded to a point about four thousand feet above the valley, the broken ridges leading down from the summit, giving evidence of the ice streams, which at one time emerged from this vast snow field, After moving a few miles further up the valley, we crossed the creek and continued on the west side, the dense bush with windfalls making our progress slow and difficult, a whole day being sometimes occupied in going a couple of miles. As we neared the "divide," the country became more open and we travelled through some beautiful parks, with small lakes connected by meandering creeks. This summit is but a few hundred feet below the line of perpetual snow. We occupied a station on the secondary cone of the large mountain which stands on the east side of the pass. A very extensive view is had from here. Looking south down the stiff declivity of the canon, the "Three Peaks" rise out of the high range which divides the "Ottertail" Valley from the "Beaverfoot." To the east looms up the high glacier clad summit of the Rockies, and immediately opposite, sheltered in the hollow of a large glacier sided amphitheatre, lies a frozen

lake, which has no doubt been formed by the moraine of the retreating glacier, which has blocked up the gorge through which an ice river once emerged. Many of those glacier lakes are visible from this point, the barriers in every case arrested on the brink of a very precipitous slope, down which flow many glistening streams, the subterranean outlets of the lake. In descending this mountain we slid down the side of a circular basin, the sides and bottom of which were covered with snow of great thickness and very compact texture, which for a depth of a few inches had been rendered soft by the action of the sun, but which turned into ice as we penetrated. From the edge of this slope the descent was about 45° for fully a quarter of a mile, and without rift or crevice. Leaning well back on our alpenstalks, and sliding on our feet, we started at an exciting pace, the loose snow flying far over our heads, and descended in a few seconds a distance which would have taken more than an hour had we continued on the rocks above. The lower part of the rim of this basin is not more than 50 feet above the bottom, and it has evidently been formed in the same way as the glacier lakes which I have already described. Smoke interfered greatly with our operations during this excursion. I returned to Hector and moved my outfit by rail to Ottertail, sending my horses down by the "tote" road. I occupied one station at the mouth of the pass on the west side and another on the other side of the Kicking Horse, on the east side of Porcupine Creek. In moving up the Ottertail Pass, the old Indian trail which had not been travelled for some years, led along the top of the canyon through which the river runs. We had to expend considerable time and work in opening it out. About six miles up we came to a tributary canyon about one thousand feet deep; it took us a whole day to get across. The descent to the creek was made without accident, but the other side was heavily timbered and very much steeper. We reduced the packs, intending, after we should get the horses to the top, to return and carry up the remainder ourselves. About every fifty feet up the zigzag pathway, resting places had been cut in the side of the hill. We succeeded in making one horse carry his load to the top, but the second one, after we had got him halfway, and with his forefeet on one of the resting places, balked and, falling backwards, rolled down the side of the canyon. He made two or three frantic efforts to arrest himself and then disappeared, the loud ringing of his bell telling of his violent descent. In a few seconds this ceased and we started after him, clinging to the brush, and over short, sharp precipices, expecting to find him with his neck or limbs broken. About three hundred feet down we found him, lodged head downwards, between two trees. The imploring look in his eyes told us he was alive, his pack had not been displaced, but our alpenstalks, which were tied on top, were both broken off close to the irons. We removed his load and with some difficulty extricated him and were surprised to find, that with the exception of a half dozen small cuts and a few bruises, he had escaped uninjured. Afraid of meeting with another such mishap, we decided on carrying up the loads ourselves, and before evening we succeeded in getting everything to the top after one of the hardest days' work that any of us had ever performed. We occupied three stations along this pass. When observing on the second peak, which we ascended five thousand feet above the valley, we were enveloped in a thunder storm of about fifteen minutes' duration, during which we took refuge under the ledges of rock. The blinding flashes and the deafening peals which seemed to shake the mountain to its very base, made our position anything but comfortable. When the storm had passed I ascended to the top to resume my observations when I felt a slight prickling sensation in my face and hands, accompanied by a buzzing noise as if a lot of flying ants were swarming about my head, and the crackling sound emitted when I touched my hand to my head or beard for the moment startled me. I called to my assistant, who no sooner came out from under the rocks than he showed by his actions and the consternation on his face that he was also charged with the electric fluid. In a short time all these sensations ceased. During this storm, and frequently during my mountain experience, I have had occasion to note the effects of wind storms upon the loose slaty *débris* with which the summit of most mountain ranges are strewn. On this occasion it was carried by the fierce whirlwinds in showers down the sides of the mountain

Our third station was situated about three miles from the divide between the Ottertail and Vermillion Passes. From this point we had a close view of the Three Peaks. Extending along the base of the range to which they belong are several glaciers which descend in long slopes to a common moraine, from which flows a milky stream, the largest branch of the Ottertail. Returning to the railway track we moved to Leanchoil, from which place we moved up the Beaverfoot. The junction of this stream with the Kicking Horse is about three miles from the railway and a couple of hundred feet beyond are the Grand Beaverfoot Falls, which are forty feet high, the mist rising above which can be seen at a distance of two miles. A large band of Stony Indians had preceded us, and the trail was consequently very good. Our first ascent was to the top of a mountain about six miles up, on the east side of the valley, and which stands at the mouth of a large tributary canyon. During this tiresome climb of six hours we met with neither water nor snow and suffered greatly from thirst. On reaching the summit we found a few patches of the latter. Lunching 5,000 feet up in the air, seated on the edge of a snow bank with a ham sandwich in one hand and a snowball in the other, is about as poor comfort as anyone could wish for. Looking east the Three Peaks form part of the wall of this immense canyon, which is in places 7,000 feet high. Rifle reports indicated the presence of Indians. Goats were very numerous and in the neighborhood of the occasional puffs we could discern them scurrying in all directions. About 2,000 feet directly below us, at the foot of a glacier, we discovered a smoke and several horses close by, and down the snow covered slopes we could see squaws dragging the game killed by the hunters above. At the bottom of the canyon, 5,000 feet below, we could see the Indian encampments, the moving bands of horses feeding in the long narrow meadows, giving a pastoral aspect to a scene otherwise imposing and grand. It was like looking down upon another world. Our next station was on the summit of the range which overlooks the Columbia River. This ascent was mostly through heavy timber with thickets of devils' club and rank undergrowth of bushes. From this point an extensive view is had of the valley of the Columbia. For some distance on either side of the main channel the valley is so dotted with sloughs and lakes that it is impossible to follow with the eye the meanderings of the stream. Mount Sir Donald, in the Selkirks, about 75 miles distant, is visible from here. The summit of the Beaverfoot Pass is about 15 miles from the mouth. We occupied four stations in this pass, and then returned to Field preparatory to moving up that branch of the Kicking Horse which comes in a few miles below, from the west. While awaiting the arrival of the man with pack horses, I made the ascent of Mount Stephen. We started from camp at 4.30 o'clock on the morning of 9th September, and had mounted a considerable distance through the bush before daylight, and at 8.30 o'clock we reached timber line. We concluded to attempt the blade-like ridge which I have mentioned in the account of my previous reconnoitering trip. The slope leading to the top of this ridge was very steep and covered with slaty *débris* which carried us back at every step, rendering our progress slow and toilsome, and an attempt to sit down generally resulted in being carried, with an avalanche of shale, a considerable distance before we could arrest ourselves. After about an hour and a-half of hard work, we reached the top of the ridge, up which our way led. We had now to travel at right angles to the course we had taken to reach this point. Viewing the sharp, broken declivities up which we would have to climb before we should reach the turret shaped cliffs at the top, we began to realize the dangers and difficulties of the task before us. Resting frequently and reserving our energies for the trials ahead, we toiled perseveringly upwards. Perpendicular walls, sometimes more than two hundred feet high, often rose before us, the only possible way up which lay through the sharp V shaped gorges, broken by short precipices. In these places we had to keep close together and exercise great care, as the displacing of one stone caused a perfect avalanche of rock and gravel. After climbing seven hours, we reached the base of the turret. We started up a steep V shaped gorge, and progress was sometimes not much greater than if on a treadmill, and the sliding gravel set in motion by our feet poured with a continuous roar over the short precipices below. After

ascending about seven hundred feet in this tiresome manner, we reached the top of the ravine, and a perpendicular wall several hundred feet high rose before us. Inscribed on the rock were three names, Hill, Whatley, Ross, 6th September, 1886. In a crevice of the rock we found the box of lampblack and the brush with which the names had been written. Taking these articles along, we set out to discover a route to the top. A steep narrow gorge, with precipitous sides, descended from the summit and at right angles to the direction of the ridge. From this an ice stream emerged and continued down the mountain side. After hunting around fully a half hour and studying the situation, we decided on ascending this ice slide for about one hundred feet to a point where we could find footing on the cliffs above. Foot by foot we worked our way, cutting steps with our alpenstalks, and in time reached the ledge of rock and looked back down the perilous slope. A slip on this glare surface meant death, and how we were to get down again caused us no little anxiety. Crawling along dangerous ledges and up steep narrow gorges, we poked our way, expecting at every turn that one of the perpendicular walls would finally stop us with its impassible front. At last we reached the top of what we had judged from below to be the highest point of the mountain. We were not a little disheartened to see looming ahead of us another wall several hundred feet high. We moved along the broken ridge and when almost at the foot of the wall we came to a deep chasm, which was the top of the ice gorge up which we had already cut our way. The distance across was about three feet, and immediately opposite rose the perpendicular face from a narrow ledge. Leaving our alpenstalks behind, we stepped across and with face to the wall moved along the ledge to a slanting rift, up which we clambered, our entire weight sometimes dependent on the first joints of our fingers. After a perilous climb of about one hundred feet we reached a *débris* covered slope leading to the top of the ridge. Our exultation was considerably lessened by the fact that the smoke which had been rising all day had now almost reached our level. The top of this ridge was like a much broken wall, in some places not more than three feet wide and descending in perpendicular sides, sometimes forty feet, to the steep slopes of the ridge. It required all our nerve to crawl about one-eighth of a mile along on the top of those half-balanced masses to the highest point on Mount Stephen, 6,385 feet above the railway track.

The air was perfectly still and the smoke had just reached our level, shutting out everything below. It appeared like the surface of an ocean, the protruding peaks of the higher mountains resembling islands, or rather immense icebergs. I was able to get but twelve readings from this station, and the smoke prevented the taking of views. We erected a cairn about nine feet in height and about three feet in diameter at the base, on which we inscribed our mission, names and date. We remained on the summit about an hour and then started back along the broken wall and reached the point of descent to the chasm, on the other side of which we had left our alpenstalks. We backed down to the edge of the rift up which we had made the ascent, and with our faces to the rock and studying every move, sometimes clinging with our fingers in the shallow crevices searching for toe-holds, we worked our way down the slope and reached the narrow ledge along which we moved sideways with our backs to the gorge until we came to the narrow part of the chasm, which we crossed in safety. Regaining our alpenstalks, we continued, looking forward to our descent of the icy slope with some anxiety. After a fruitless search for some other route down the precipitous mountain face, we approached the ice gorge. We placed our alpenstalks across our shoulders under our pack straps, and with our faces to the slope and fingers and toes in the steps, we slowly backed down and regained the base of the cliffs. All the great dangers of the descent were now passed and it was with a peculiar feeling of exultation that we retraced our way down the steep V shaped gorges. The descent of these places which had caused us so much labor to ascend was comparatively easy and rapid. Leaning well back on our alpenstalks we were sometimes carried quite a distance by the coarse gravel slides, and only left them to climb down the short precipices over which they poured. The descent of the shaly slope leading from timber line up to the blade-like ridge was also greatly accelerated

by the assistance of the stalks which enabled us to slide for long distances with the slaty *débris*, and we only stopped to gather fossils, of which we found a number. We made the descent from timber line in an hour and a-half and reached camp at 7.30 p.m., after an absence of fifteen hours, nine of which had been occupied in the ascent which was the most dangerous that we have accomplished although not the most laborious.

Crossing the river at Field we moved down the north side a few miles and ascended a large fork of the Kicking Horse by an old Indian trail which leads out to the Blae-Berry. We located our camp ten miles up the creek and were compelled to lay up for a week by a snowstorm which began on 15th September. We occupied two stations—one on either side of the pass. I had chosen a high conical mountain which overlooks Emerald Lake on the west side, as a station, and made the ascent to the foot of the steep broken ridge which leads to its summit; but the rumbling of the slides of the freshly fallen snow, carrying down masses of rocky *débris*, warned us of the imminent danger; and we abandoned the ascent, and established a camera station instead. Before returning to Field I visited Emerald Lake and established a camera station on a point on the high ridge leading back from Mount Field. From the south side of this lake can be had one of the finest views in the Rockies, its clear emerald surface reflecting the dense forest and the grandeur of the three glaciers which overlook it. Small grey trout are abundant. We passed around the south side to the head of the lake, and crossing the inlet our course lay for a mile and a half across an inclined flat of sand, gravel and boulders, which I have mentioned as the common terminal moraine of the three glaciers which feed the lake. There is a scant vegetation in some places, and long narrow islands of stunted timber. The depth of fresh snow on the mountain side compelled us to establish our station on the lowest point of the ridge, from which, however, we had a fair view of the valley of the North Fork and the immense ice field which extends along the summit of the Rockies. We returned to Field by an old Indian trail, which for the greater part of the way leads through a beautiful park-like forest of small pines without underbrush, and which affords excellent pasturage. I visited the natural bridge, about three miles below Field. A wall of rocks traverses the channel, and over this the whole Kicking Horse River once poured, but about the middle the water has worn a roofed passage through the rock, about twelve feet wide, through which the whole stream now rushes and falls twenty feet. We now moved to Laggan, where we occupied four stations. On the south side of the valley we ascended a secondary cone of Mount Lefroy and a mountain on the west side of, and overlooking, Louise Lake. On the north side we made the ascent of Slate Mountain and to a point on the east side of the Pipestone Pass. Our next move was up the Bow River, our progress being greatly impeded by snowstorms. We succeeded in pitching camp about mid-way between the two Bow Lakes, the altitude of the pass at this point being 6,000 feet above sea level. A snowstorm set in which lasted four days. I occupied three stations: one on a high point on the ridge leading up the pass from Mount Hector, another on the mountain overlooking the first Bow Lake, and the third on the west side and further up the pass. The great quantity of snow rendered those ascents very disagreeable and dangerous, the loose rocky *débris* being almost entirely covered and rendering it necessary to feel every step with our alpenstalks, whilst the descent of the fresh snow, when cutting our way up the steep parts of the glaciers, rendered our position sometimes very precarious. When on the summits we suffered greatly from cold. Climbing through the fresh snow, sometimes waist deep, wet our feet and legs above the knees, and on reaching the top and exposed to the cold wind, our boots and pants froze stiff and we were sometimes in great danger of freezing. From those mountain tops I had a good opportunity of judging of the extent of the immense glacier which I have frequently mentioned. Both the Bow Lakes are mainly fed by ice streams which emerge from this vast ice field.

I considered it advisable to abandon work for the season, and returned to Laggan on 15th October, from which place we went to Calgary and stored our outfit. I reached Ottawa on 25th October.

I have the honor to be, Sir,

Your obedient servant,

J. J. McARTHUR, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 24.

REPORT OF W. S. DREWRY, D.L.S.

TOPOGRAPHICAL SURVEY OF THE ROCKY MOUNTAINS.

BELLEVILLE, 27th December, 1887.

SIR,—I have the honor to report that, in accordance with instructions dated 3rd June, 1887, I proceeded to British Columbia to carry on a topographical survey of a portion of the Railway Belt extending eastward from Burrard Inlet, District of New Westminster.

Finding at Port Moody that neither men nor supplies were procurable, I went to the City of New Westminster, where they could be obtained.

My instructions were to procure pack horses, if available, for moving the camp outfit, but observation of the country as I travelled on the train led me to believe that they could not be used in that district, the brush being very thick and impenetrable, and inquiry confirmed my opinion, pack horses being unknown. Having reported to the Surveyor General at New Westminster and laid the matter before him, I was instructed to get a boat, and, proceeding to Harrison Lake, commenced operations at that point.

Finding that all available craft were employed in the salmon fisheries, I ordered a boat to be built, and, after some difficulty, engaged a man to accompany my assistant and self into the mountains.

Immediately on the completion of the boat, 18th July, we left for Harrison Lake, some sixty miles east from Port Moody.

A steamer took the men, boat and supplies up the Fraser to the mouth of Harrison River, which they ascended some nine miles to the foot of Harrison Lake, a beautiful sheet of water about forty miles long and from three to six wide, surrounded by mountains from two to six thousand feet high, some of which are wooded to the top, while others lift snow-clad peaks on high, holding in their embrace huge glaciers.

In the lake are numerous islands, two of which are of considerable size and rise to a height of from eight hundred to a thousand feet above its surface. The one nearer the foot of the lake, distant some three miles, contains about one thousand eight hundred acres, and is called "Echo Island," from the clear and distinct manner in which it echoes any sound. We found one point to which seven distinct echoes were returned from a shout or rifle shot.

The larger island, lying some twelve miles up the lake, contains about three thousand five hundred acres, and is called "Long Island."

On it are five small lakes, in some of which trout are found, and around which deer abound, attracted by the meadow grass growing luxuriantly in their vicinity.

On the main land deer and black bear also are numerous, while high up on the mountains are goat and bighorn or Rocky Mountain sheep; here too are found the blue grouse, and plentiful and frequent signs of elk. Trout can be caught in nearly all the streams and small lakes.

At the foot of the lake are the Harrison Hot Springs, famous for their medicinal properties, in connection with which is a commodious and comfortable hotel and sanatorium.

These facts, together with the lovely and grand surrounding scenery, are sure to make the place a favorite resort for tourists, hunters and invalids; and I would respectfully recommend that all islands, together with the lands along the shores of the lake be reserved as a place of public recreation.

Upon our arrival, and in fact all the way to the lake, we found a dense body of smoke overhanging the whole country, and reports from along the line of the Canadian Pacific Railway revealed the fact that immense forest fires were raging, the smoke extending into the Rockies.

After waiting a short time, thinking it might clear, I began exploring the neighboring country, but the smoke was so dense that a high mountain not two miles distant was entirely invisible and exploring was therefore unsatisfactory work.

Travelling some three miles up a valley which extends easterly from the south-easterly side of Harrison Lake through to the Fraser River, the total distance being between six and seven miles, I found there were two lakes lying in the valley, one emptying into the other and eventually discharging their waters into Harrison Lake; the further one being about two miles long with a width of a mile, while the smaller, already known and named "Trout Lake," has a length of half and a width of a quarter of a mile.

In the Fraser River end of the valley or pass is the Ruby Creek, which I was informed by the Indians has its source in a small sheet of water called "Cultus Lake," and flows into the Fraser River.

Following up the east side of the lake we entered a long, narrow bay, separated from the main body of water by a peninsula, which is almost an island. Going up this bay about six miles from the foot of the lake, we found beautiful falls to which the name "Rainbow" had been given. The two falls there known are each about one hundred feet in height; but afterwards on ascending the mountain we discovered that the creek, for a distance of over seventeen hundred feet, was a succession of falls ranging from seventy-five to three hundred feet each.

One of them makes a peculiar and dreadful noise, resembling that sometimes made by a person in an agony of distress, and learning that the Indians call these "slollicum" or ghost falls, we thought the name very appropriate. We were unable to examine into the cause of this peculiar noise, as the creek dashes down a canyon with almost perpendicular sides, but thought it probable that there were holes in the rock, on which great masses of water falling, the air was violently expelled, thus making a moaning sound, suggesting the Indian "slollicum" or ghost.

Other falls of lesser beauty and magnitude were found around the lake, and, on Lookout Mountain, the white streak of one foaming cascade could be traced for nearly 3,000 feet, dashing straight down its steep side.

We also descended the Harrison River, some five miles, and ascended Siwash Creek, which flows into the Harrison at Chehalis Indian Reserve. It is a fine large creek, about 80 feet wide, and navigable for boats a mile or so from its mouth. We followed up the valley nearly half a day, but owing to the dense smoke, little could be seen of the mountains on either side. From the Indians we learned that the creek comes from a lake some twenty miles in the interior, lying a little west of north from where the creek flows into the Harrison River.

Many other places were visited by us, but owing to the state of the atmosphere, nothing satisfactory could be determined.

In September we had rain, the air became clear, and we at once commenced making ascents and using the camera.

Our survey was carried on by triangulation, using the astronomical traverse of the Canadian Pacific Railway as a base, the various mountain peaks as stations, and taking the topographical features of the country by means of the camera; the instrument used in triangulation and measuring altitudes being a small prismatic transit.

Our first severe climb was Slollicum Mountain, which rises some 3,700 feet above the lake, on its east side. The first part of the ascent was rendered difficult by thick brush, yet had there been none, we could hardly have scaled the steep incline, broken by numerous cliffs.

After reaching an altitude of some 2,000 feet, the underbrush began to disappear, and we travelled through fine open woods of fir and hemlock, to a height of a

little over 3,000 feet; here the woods commence to give place to groves of scrub fir, with beautiful grassy glades, spotted occasionally with patches of snow.

On reaching the top of the peak, which presents a sheer precipice towards the lake, a view was presented to our gaze which upset all preconceived ideas of mountain tops; for here, to our astonishment, was a natural park spread beneath our feet; grassy glades dotted here and there with patches of sombre fir, among which gleamed ponds of limpid water, while in the background towered the hoary snow capped mountain peaks, grey with the age of centuries and deeply seamed from unceasing warfare with the forces of nature.

From this height we obtained views of a large area of surrounding country and carried on our triangulation to numerous peaks.

The descent proved easier than the ascent, but more dangerous, and subsequent experience proved this to be a fixed rule.

The rainy season had now set in, subjecting us to delays and rendering climbing difficult and extremely disagreeable, owing to the brush being loaded with water which drenched us to the skin.

After ascending some minor elevations, ranging from eight hundred to two thousand feet, we moved up the lake, some twelve miles from the foot, to the base of a mountain which we named "Lookout," as from its peak a splendid view of the whole lake and surrounding country was obtained.

Here I made up my mind to pack a tent, a small blanket each and a supply of provisions to the top of the mountain, thinking that the travelling would be much easier along the heights than lower down, and all our experience proved this to be the fact.

Unfortunately, in this case, the morning after reaching the top found us enveloped in a dense fog, from which we had alternate falls of rain and snow, necessitating a fire that night and day, as we were camped at an altitude of nearly four thousand feet above Harrison Lake. Here we remained, living in the clouds, for nearly a week, when we were compelled to descend for a supply of provisions, having succeeded, between furious snow squalls, in obtaining only some half dozen views.

On our way down we left the route by which we ascended and followed a cascade emptying into Harrison Lake near our camp; in doing this we committed a grave error, as we soon found ourselves in a canyon with almost perpendicular sides; night approaching, we had not time to retrace our steps, so there was nothing for it but to push on. We worked cautiously downward hanging to projections of rock or anything which offered a support, and, at last, after narrow escapes from loosened rocks and treacherous bushes pulling out by the roots, we emerged from the canyon, and there and then solemnly vowed to attempt no more explorations while descending mountains.

In going up, the road can always be picked out and dangerous places generally avoided, but in coming down, one is on the bad places before he is well aware of the fact, which sometimes makes itself painfully evident.

On reaching camp we found our tents blown down and everything wet, which was, to say the least, cold comfort.

Having secured a fresh supply of provisions, after some delay from rain, we again ascended Lookout, and the weather being beautifully clear obtained a large number of views from the peak and spurs, which pit out in all directions, and considerably extended our triangulation.

The other ascents made by us were all of the same general character, so it would be tiresome repetition to report them.

The mountains on the east side of the lake rise abruptly while those on the western shore slope gradually, their tops being far inland and covered with dense woods. The prevailing timber on the slopes is hemlock and Douglas pine, commonly called fir; but occasional patches of cedar with scattering trees of cypress were found. In the Ruby Creek Pass there appears to be a considerable quantity of good fir, which, I think, could be easily got out by building a tramway.

On the east side of the lake for about five miles north from the Ruby Creek valley, at an altitude of three hundred to twenty-five hundred feet, there is a large quantity of good fir and hemlock, which, however, it would be rather difficult and expensive to get out, as slides would have to be built to bring it down the mountain.

On the west side of the lake little merchantable timber was observed, a considerable area having at some time been swept by a severe fire; but the mountains are now covered with such timber as survived and a dense undergrowth of pine which makes travelling exceedingly difficult, and much resembles the jack pine found north of Lake Superior.

It is worthy of note that the Douglas pine, or fir, resists a very considerable fire owing to its bark, some of which was observed over six inches in thickness.

The days having shortened very much and rain falling about half the time, it was evident we could no longer work to advantage; so closing my work on the subdivision surveys at the foot of the lake, I moved down and awaited an opportunity to take observations of the sun to assist in accurately locating some of the principal peaks.

One of my men having been up Stare Lake, and reporting a flat of good land at its foot, I despatched him to that point for the purpose of more accurately ascertaining the extent and quality of land, nature of timber, &c. On his return he reported a flat extending southerly along Stare River about two and a half miles, and easterly some four miles, containing in the neighborhood of four thousand five hundred acres, portions of which are prairie and the balance densely wooded.

Owing to a very heavy rain falling he was unable to traverse the whole flat, but along the foot of the lake, and the upper part of Stare River, a large amount of cedar, with some white pine, was found, making an excellent timber limit about three miles in length, with a depth of a mile. The soil is of the same character as that in the Fraser River flats, and access to the valley can be had by building a road through the flats, along the Stare River, for a distance of about nine miles from the Canadian Pacific Railway.

The weather having cleared sufficiently I took several observations of the sun for azimuth, and then proceeded to New Westminster, where I dried and stored my camp outfit, and, after winding up the affairs of the survey, started for Ottawa.

I have the honor to be, Sir,

Your obedient servant,

W. S. DREWRY, *D.L.S.*

E. Deville, Esq.,
Surveyor-General,
Ottawa.

No. 25.

EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

Full Examination for Admission as Surveyor.

PLANE GEOMETRY AND MENSURATION.

Time, 3 *Hours.*

	No. of Marks.
1. On the sides of a triangle, equilateral triangles are described. Prove that the lines joining the vertices of the equilateral triangles with the opposite vertices of the original triangle meet in one point and intersect at angles of 120°.	20
2. If from any point in a circular arc, perpendiculars be drawn to the bounding radii, the distance of their feet is constant.	20
3. What is the area of a mile race course with parallel sides and the ends semi-circles, each of the latter being as long as the two tangents?	20
4. In triangulating a river, with a pocket sextant, the angles read at the ends of a horizontal base of 15 chains, were 71° and 64°. It was afterwards found that the point sighted at on the opposite bank is 100 feet above the base. What is the true distance across the river?	20
5. Show that in any isosceles triangle, the square on a line drawn from the vertex to any point in the base plus the product of the segments of the base is constant.	20

SOLID GEOMETRY.

Time, 3 *Hours.*

	No. of Marks.
1. Define the terms:— Solid, segment of a sphere, truncated cone, parallel planes, perpendicular planes.	15
2. Prove that three planes cannot enclose a solid, but that four may.	15
3. If two planes be perpendicular to a third, their line of intersection shall also be perpendicular to the third plane.	20
4. Parallel planes make equal angles with any plane cutting them.	20
5. A vessel whose form is a right circular cone, base 12 inches in diameter, length of slant side 10 inches, is placed with its base horizontal and vertex downwards. Into it is placed a spherical ball 3 inches in diameter. How much water must be poured in so as just to cover the ball?	40
6. A tent has a ridge pole 4 feet long from which the canvas slopes down to the top of the upright tent wall, 2 feet high. The tent is 6 feet wide and 6 feet high. At the back the canvas slopes down from the ridge in the form of a half cone until it reaches the top of the wall. At the front the canvas decends vertically from the ridge to the ground. How much canvas is there in the tent?	40

SPHERICAL TRIGONOMETRY.

Time, 3 *Hours.*

	No. of Marks.
1. Deduce the formula $\cos a = \cos b \cos c + \sin b \sin c \cos a$.	20
2. Apply the above to the polar triangle and write the equation deduced.	15
3. Show that $\frac{\cos \frac{1}{2}(A+B)}{\cos \frac{1}{2}(A-B)} = \frac{\tan \frac{1}{2} c}{\tan \frac{1}{2}(a+b)}$	20
4. Solve the right triangle, where $c = 101°\ 16'\ 16''\cdot 7$; $b = 115°\ 42'\ 38''\cdot 5$.	20
5. When $a = 116°$, $b = 16°$, find c, A and B, C being a right angle.	20
6. Given $b = 98°\ 2'\ 20''$, $c = 80°\ 35'\ 40''$, $A = 10°\ 16'\ 30''$, find a and C.	35
7. Given $A = 120°$, $B = 130°$, $C = 80°$ find c.	20

DIVIDING AND LAYING OFF OF LAND.

Time, 3 *Hours.*

	No. of Marks.
1. Divide a rectangular field, 10 chains by 20 chains, into two parts in the ratio of the sides by a straight line cutting the long sides and making an angle therewith whose sine is to the cosine in the same ratio as the sides.	15
2. In a triangular field, with sides of 9 chains, 11 chains, and 14·20 chains, draw a line parallel to the longest side and cutting the area in halves.	15
3. In a quadrilateral field, $ABCD$, in which $AB = 10c$, $BC = 11c$, $CD = 9c$, and $DA = 12c$, AB runs N. 10° W. and AD N. 80° E., what is the azimuth and length of the line starting from the angle D that bisects the field ?	20
4. A railway tangent running N. 80° W. meets the eastern boundary of a parcel of land 2 chains from the south-eastern corner thereof, and then continues northward on a curve of 1,200 feet radius. The eastern and southern boundaries of the parcel run due north and south, and east and west, respectively. What is the frontage of the first four quarter acre lots lying between the railway and the southern boundary of the parcel ? The side lines of the lots run due north.	30
5. A railroad curve of 1,000 feet radius cuts off a segment having a chord of 1,000 feet. Divide the segment into three equal parts by lines perpendicular to the chord.	20
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MEASUREMENT OF AREAS.

Time, 3 *Hours.*

No. of Marks

1. The following are the notes of a survey of a quadrilateral piece of land:

Stations.	Bearings.	Distances.
	°	
1	N. 77½ E.	31·89
2	S. 4¼ E.	12·30
3	S. 57¼ W.	23·07
4	N. 35½ W.	21·39

Find the area by the method of Latitudes and Departures, first correcting the notes by a proper distribution of the closing error. 35

2. In the first question, omit the bearing of any one line and the length of another, and find the values of these omitted quantities from the other data. If your result differs from the original bearing and distance, explain the discrepancy. 30

3. The North-eastern, South-eastern, South-western and North-western angles of a section of the Dominion Lands System are, respectively, 90° 07', 90° 01', 89° 50' and 90° 02'. The eastern boundary is 80·75 chains, and the southern boundary 79·30 chains. Find the area of each quarter section. 35

DESCRIPTIONS.

Time, 3 *Hours.*

No. of Marks.

1. A man buys 100 acres, a quadrilateral of equal sides, off the south-east corner of Section 1, Township 5, Range 3, West of the 1st Principal Meridian Describe the lands by metes and bounds for a deed. 20

2. A creek flows westerly across the above section. The owner of the section sells the western half thereof, with the privilege of "swelling" the water on the other half. Make a description of that which is conveyed. 20

3. Make the description for a town site to be conveyed. Its northerly angle is 45 chains from the north-east angle of Section 12 and on the northern boundary of said section, its westerly angle is 15 chains from the north-west corner of Section 2 and on the western boundary thereof, the southern angle is 30 chains from the south-east angle of Section 2 and on the southern boundary thereof, and the eastern angle is 20 chains from the north-east angle of Section 1 and on the eastern boundary thereof. All in Township 5, Range 1, W. of 1st P. M. 30

4. A man sells 25 acres square off the north-west corner of Section 1, Township 5, Range 1, W. of 1st P.M., and gives the privilege of a roadway 20 feet wide along the west side of the section from the road allowance to the parcel sold. Draw description for conveyance. 20

5. Draw up a settler's statutory declaration of occupation. 10

PRACTICAL ASTRONOMY.

Time, 3 *Hours*.

	No. of Marks.
1. Define right ascension, declination, parallax, mean, sidereal and apparent times.	10
2. Is an observation at elongation for azimuth affected by refraction; and is the elongation of Polaris constant for all places? Give mathematical proof.	10
3. In latitude 50°, after turning a right angle to the meridian and running six miles west, what is the azimuth of that end of the line?	20
4. In the preceding what is the offset to the 50th parallel of latitude?	20
5. On July 20, 1880, in latitude 50° N., longitude 102° W., at 10h. 20m. sidereal time, the magnetic azimuth of the sun was S. 60° W., what is the magnetic declination?	20
6. At the same date and place a watch showed 5h. 40m., when the apparent altitude of the sun's centre was 20°. What is the error of the watch?	20

PRACTICAL ASTRONOMY.

Time, 3 *Hours*.

	No. of Marks.
1. An instrument being set in the meridian how does the collimation and level of the axis affect the time of transit? Is it constant for all stars?	20
2. What is the best time for taking an observation for time on the sun? Give reasons.	15
3. In latitude 50° what is the hour, angle and azimuth of δ Ursae Minoris at elongation, its declination being 86° 37′?	15
4. Which is preferable for a latitude observation at transit, the sun or a star? Give reasons.	15
5. On the 1st July, 1880, in longitude 100° W., the apparent altitude of the sun's lower limb at transit was 60°. What is the latitude of the place?	15
6. In latitude 50° N., what is the azimuth of Polaris on July 1, 1880, two hours after transit?	20
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[PART II]

MANUAL OF SURVEY AND DOMINION LANDS ACT.

Time, 3 *Hours.*

	No. of Marks.
1. State what territory is covered by each of the three systems of survey. Distinguish between those systems as to the location and width of the road allowances, and the method of surveying blocks and township outlines, and of sub-dividing townships.	20
2. Describe fully, as to the size and location, all kinds of posts, mounds and iron bars used in the present system of survey. Describe witness posts and mounds and bearing trees. When are no posts planted at corners?	20
3. Give the markings for the posts at the following corners:— N. E. corner of sec. 12, Tp. 10, Range 3, East of the Principal Meridian. N. E. corner of sec. 36, Tp. 15, Range 10, West of the Principal Meridian. S. E. corner of sec. 5, Tp. 23, Range 17, West of 3rd Initial Meridian. S. E. corner of (broken) sec. 12, Tp. 27, Range 17, West of Principal Meridian (on the north side of the road allowance dividing two systems of survey.) N.E. corner of sec. 36, Tp. 30, Range 17, West of 4th Initial Meridian.	20
4. Describe the sub division of a Township. At what angles do the Meridians between sections meet the north and south boundaries of the township? What traverses are made and how are they given in the final returns? Of what do the final returns of the township sub-division consist?	20
5. How are townships designated by numbers? Under what circumstances may two townships occur having the same designation? How are they then distinguished? How are sections and their legal subdivisions numbered?	20

MANUAL AND DOMINION LANDS ACT.

Time, 3 *Hours.*

	No. of Marks.
6. Distinguish between regular and fractional sections, and give the respective methods of sub-dividing them into their legal sub-divisions. Under which heading comes the broken section bounded on the west by an initial meridian, whose easterly half is made exactly forty chains in width, but whose westerly half is narrowed by the overlap of the initial meridian? How should this section be sub-divided?	20
7. Give a short statement of the provisions of the Dominion Lands Act for the protection of surveyors and for enabling them to procure necessary evidence as to the position of lost corners.	20
8. All the posts within a mile of a township corner having disappeared, but other posts remaining in the townships, how would you proceed to re-establish the lost corners: 1st. If the corner be on a correction line? 2nd. If the corner be not on a correction line? What difference of procedure is there for the first and the present systems of survey?	20
9. Describe the final plan of sub-division of a township. What distance and areas are to be given on it? How is topography to be shown, and how bush, swamps, &c.	20
10. What is to be entered in the field book?	20

PART III.

GEOLOGICAL SURVEY.

PART III.

DEPARTMENT OF THE INTERIOR,
GEOLOGICAL AND NATURAL HISTORY SURVEY AND MUSEUM BRANCH,
OTTAWA, 31st December, 1887.

To the Hon. THOS. WHITE,
Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit herewith the annual report on the work accomplished during the past calendar year by this Branch of the Department of the Interior, together with brief summaries by the officers in charge of the several explorations and investigations. As in past years these explorations have embraced many parts of the Dominion, and have during the past season extended from Vancouver Island and the Alaskan and northern borders of British Columbia, to James' Bay and the Atlantic coast of Nova Scotia, as well as to portions of the provinces of New Brunswick, Quebec, Ontario and Manitoba.

Much new and valuable geological and geographical information has been acquired, and large and interesting additions have been made to the Museum collection.

The Annual Report for 1886, Vol. II, new series, has recently been issued. This volume of 977 R. Vo, with numerous maps and illustrations, is composed of thirteen parts, or distinct reports, giving, in detail, the scientific and the practical information, and the conclusions arrived at respecting the various portions of the country explored, or on the other subjects treated of. The parts are also published separately, and are sold at an average price of twenty-five cents each.

My own time, during the early part of the year, after my return from England, at the end of December, 1886, was fully occupied in the preparation of the Annual Departmental report, with the general executive details of the Branch, and in connection with the preparation of the Annual Report, Vol. II, above referred to.

During the summer, between the 13th June and the 10th of October, I visited and examined various places, between Gaspé Bay and Cape Rosier in Quebec, and Vancouver Island in British Columbia, where the work of the Survey is in progress, and where some personal observation was required, either for information on points of economic importance, or in connection with the working out the geological structure of the region. Of these may be mentioned: the occurrence of petroleum at Gaspé; the relations of the graptolite bearing rocks of Cape Rosier, Matane and Bic to those of Point Lévis, the Island of Orleans and Quebec; the cupriferous pyrrhotite mines of Sudbury; the silver mines and the iron ores of the vicinity of Port Arthur; the coal mines of Lethbridge and of Banff; the silver-lead mines of Illicillewaet, in the Selkirk Mountains; and the hot springs of Harrison Lake and of Banff.

As regards the Gaspé petroleum, no efforts appear to have been made to develop it since 1863, and beyond the fact of the recent discovery of oozings at a point higher up Silver Brook than where the first boring was made, there is no further information about it now than was given in the Geology of Canada, 1863, pages 402, 521 and 789, and in the report by Dr T. Sterry Hunt, published in 1865, "On Petroleum, its Geological Relations considered with special reference to its occurrence in Gaspé." Three borings appear to have been made, the sites of which are marked on the geological map, ¼ sheet, 6 N.W., but as none of them exceeded 200 feet, a successful result was hardly to be expected. The development of the extraordinarily massive, cupiferous ore bodies in the vicinity of Sudbury was being actively prosecuted by the company. The manager informed me that 2,000 tons of the ore had been shipped to the Messrs. Vivians, of Swansea, Wales, and on their report depends the question whether the Sudbury ores can or can not be profitably worked. This ore-belt has now been definitely traced for eight miles, and outcrops of large

bodies of ore have been found at intervals throughout. In view of the immense quantity of ore, the small cost of raising it, and the facilities for shipping it, a very low price per ton would leave a fair margin of profit.

The argentiferous galena of Illicillewaet occurs chiefly in quartz veins, cutting a series of black carbonaceous or graphitic slaty shales, and thin bedded limestones, often much folded, but showing an average dip of from 35° to 40° to E.N.E., and apparently flattening towards the summits of the mountains. Most of the veins are parallel with the stratification, though not infrequently passing from one bed plane to that of another. The openings on Kennedy & Corbyn's claim, No. 2, above the north fork of the Illecillewaet River, and about 5,300 feet above sea level, on a precipitous mountain side, show a massive quartz vein in an almost vertical attitude, cutting the black slates which are here almost horizontal. The quartz is impregnated throughout with galena and some pyrites, and is said to be very rich in silver. A large pile of ore had been extracted, but as the only present access to this mine is by a steep zig-zag ascent of 3,000 feet from the Canadian Pacific Railway, at Illecillewaet, and then by a similar descent of 1,000 feet on the other side of the ridge, ore very much richer than the bulk of this appears to be would be required to enable this mine to be profitably worked. The vein has more the appearance of a gash vein than that of a true fissure or fault vein, the slaty rock on either side of the vein being continuous and showing no evidence of vertical displacement. Mr. G. B. Wright gave me a number of specimens from some of the other claims, and those that have been analysed by Mr. Hoffmann, have given from 247·92 oz. to 816·67 oz. of silver to the ton. In one only was a trace of gold found.

The great elevation—from 2,000 to 3,000 feet above the railway—at which most of the present openings are situated, must be considered a somewhat serious disadvantage, but there seems no reason why, by careful and intelligent prospecting, the same veins should not be discovered at lower elevations and in close proximity to the railway. No fossils have yet been found in these slates, but they closely resemble the black graptolitic shales, described by Mr. McConnell, p. 22 D, Annual Report Geological Survey, 1866, and may be of Cambro-Silurian (Ordovician) age.

Samples were procured from the two hot springs at Harrison Lake, British Columbia, and these are now being analysed. That of Banff has also been analysed by Mr. Hoffmann. It will be interesting to ascertain the difference in the mineral contents of these waters—the one rising from the crystalline rocks of the coast range of British Columbia, and the other from the palaeozoic limestones of the Rocky Mountains.

In my last summary report I stated "that the requirements of the Survey in respect to increased museum and office accommodation become each year more pressing." I may now state that, as regards the office accommodation, the steps I recommended are being taken, and in a few weeks four additional well lighted and commodious office rooms will be available. They are on the top flat of the adjoining building which has been connected with the present offices, the communication being closed by double iron doors to minimize the risk of fire, a risk unfortunately always great in the present situation of the Museum, and one which, in view of the great and annually increasing value of the collections, and the impossibility of replacing them if destroyed, merits, I would respectfully submit, the serious consideration of the Government, with a view to its speedy removal.

Dr. G. M. Dawson, with Messrs. R. G. McConnell B. A., and James McEvoy B. Ap. Sc. as assistants, was engaged during the past season in an exploratary survey of the region of the head waters of the Yukon and its vicinity, including portions of the northern part of British Columbia, but for the most part in the territory to the north of the 60th parallel, which constitutes the provincial boundary. Dr. Dawson was placed in general charge of the expedition, which was carried out conjointly by the Geological Survey and Dominion Lands Branches of the Department of the Interior. He furnishes the following preliminary account of the work of the Geological Survey

ontingent—Mr. Ogilvie's report on his special work, in connection with the Dominion Lands Branch, appearing elsewhere:—

"The Yukon expedition was undertaken in consequence of the necessity f ascertaining the nature and extent of the developments of placer gold ining, which of late years has attracted an increasing number of miners into he almost unknown district bounded to the south by the northern line of British Columbia, and to the west by the eastern line of Alaska. On account f the remoteness and the isolated character of the region to be examined, nd the known difficulties to be encountered in traversing it, much time and attenion were devoted to obtaining, by correspondence and otherwise, all available inormation and in making such preliminary arrangements as were possible. For ssistance in these matters, we are specially indebted to Mr. John Grant, f. P. P., of Victoria; to Mr. Robert Campbell, now of Manitoba, the original explorer f a great part of the region; to Mr. J. Wrigley, Commissioner of the Hudson Bay Company, and to Mr. J. McDougall, of the same company.

"I must also express my sense of obligation to Mr. W. Ogilvie, D. L. S., in special harge of the instrumental measurement on the Lewis River and to the 141st meridian, or his ready and obliging co-operation, and to Messrs. R G. McConnell and James IcEvoy, of this Survey, for their efficient assistance, to which is due much of the uccess of the expedition in carrying out the pre-arranged programme of work.

"We left Ottawa on the 22nd of April, travelling by the Canadian Pacific Railvay to Victoria, but, in consequence of irregularity in the sailing dates of the Alaskan nail steamers, were unable to reach Wrangell, at the mouth of the Stikine River, vhere our work may be said to have begun, till the 18th of May. Here Mr. McConnell tayed behind, for the purpose of getting Indians and canoes to enable him to make a nicrometer survey of the Stikine from the end of the line measured by Mr. J. Hunter, n 1877, to Telegraph Creek, while I proceeded up the river by the first steamer of he season to Telegraph Creek, the head of navigation. From this place goods are arried by pack animals to Dease Lake, the centre of the Cassiar mining district; nd here again a delay of several days occurred, as the animals had not been brought n from their range or shod for the season's work at the date of our arrival. Finally, n June 5th, we reached the head of Dease Lake, and found the greater part of the lake till covered with ice. It was not till the 9th that we were able to reach the point on he shore near Laketon at which two men, previously sent on in advance with an ndian packer, were sawing lumber for boats. Seven days were here busily employed in this work and in constructing three boats for the purposes of the expediion. On the evening of the 16th, a strong wind having broken up the remaining arrier of ice, we reached Laketon with our boats, Mr. McConnell, with a crew of ive coast Indians intended for my work on the Upper Liard, having, meanwhile, oined us. On the 18th, having completed our supplies and outfit at Laketon, we eft that place, and on the 23rd reached 'Sylvester's lower post' at the confluence of the Dease and Liard Rivers. Here Mr. McConnell with one boat and two men was to separate from us for the purpose of surveying and geologically examining the Lower Liard. In consequence of the delays experienced I thought it advisable to instruct Mr. McConnell to make arrangements, if possible, to winter at Fort Simpson, on the Mackenzie, as this would allow him to spend at least an additional month in exploration in the autumn, besides enabling him to begin work to great advantage next spring, by descending the Mackenzie and crossing by the Rat and Porcupine Rivers to the Yukon, thus obtaining a much more complete knowledge of the geology of the basin of the Upper Yukon than would otherwise be possible. This action on my part I am happy to say has since met with your approval, and advices have been received from Mr. McConnell since my return, to the effect that he had successfully accomplished the work on the Liard and had made arrangements to make his headquarters for the winter at Fort Providence.

"On leaving the confluence of the Dease and Liard, my own party included, besides myself, Mr. McEvoy, Messrs. L. Lewis and D. Johnson, engaged at Victoria, two Tshimsian and three Stikine Indians, all good boatmen. Two local

Indians hired as guides, and to help on the long portage, deserted a day or two after engaging, and from the lower post, to near the confluence of the Pelly and Lewis, for an interval of more than six weeks, we met with neither whites nor Indians.

"The ascent of the Liard and Frances Rivers to Frances Lake proved unexpectedly difficult and tedious, the water being swift throughout and three bad canons having to be passed through. Frances Lake was reached on the 8th of July, and after spending a few days in examining and mapping the lake, making the observations necessary to fix its position, and in the endeavor to find some Indian trail by which we might travel across to the Pelly, we began the work of portaging on the 17th.

"As we had been unable to discover any route now in use by the Indians, and no trace whatever remained of the trail employed by the Hudson Bay Company in former years, and as no local Indians could be found to act as guides or to assist in carrying our stuff, it was evident that the crossing of this portage (which had been estimated by Mr. Campbell at about 70 miles in length) would be a difficult matter, and that we might indeed find it impossible to carry over a sufficient supply of provisions for further work on the Pelly. We therefore, constructed a strong log *câche* on the shore of Frances Lake, and left there, to be taken back to Laketon by the Indians when they returned, everything we could possibly dispense with. Had we been unable to effect the portage, there was in our *câche* an ample supply of provisions to enable the whole party to return to the mouth of the Dease River. After a very toilsome journey, we were, however, so fortunate as to reach the bank of the Pelly on the 29th of July, with still nearly a month's provisions for four persons, the necessary instruments, and a small camping outfit, a canvas cover from which a canoe might be constructed, and the tools and nails for building a wooden boat, should that prove to be necessary. Our Indians, who had for a long time been very uneasy because of their distance from the coast and the unknown character of the country into which they had been taken, were here paid off, and to their great delight allowed to turn back.

"As a dangerous rapid was reported to exist on the upper part of the Pelly, it was decided to construct a canvas canoe in preference to building a boat, which it might prove impossible to portage past the rapid. Having completed the canoe, we descended the Pelly, making a portage of half a mile past Hoole's Rapid or Canon, and reached the confluence of the Lewis branch of the Pelly (or Yukon) on the 11th of August. We had now reached the line of route which is used by the miners and expected to find, at the mouth of the Lewis, a memorandum from Mr. Ogilvie, from whom we had separated in May. As we could not find any such memorandum and as Mr. Ogilvie had not been seen on the lower river by a party of miners whom we met here on their way up the Lewis, we were forced to conclude that he had not yet reached this point. The same party informed us that few miners were during the summer on the Stewart River, where most of the work had been carried on in 1886, but that in consequence of the discovery of "coarse" gold on Forty-mile Creek, about 120 miles further down the river, all had gone there, and that Harper's trading post, where I had hoped to be able to get an additional supply of provisions should we fail to connect with Mr. Ogilvie, had also been moved from the mouth of the Stewart to Forty Mile Creek. From the place where we now were we still had a journey of over 400 miles to the coast with the swift waters of the Lewis to contend against for most of the distance. If, therefore, it should have become necessary to go down stream 220 miles to Forty-mile Creek for provisions, so much would have been added to our up-stream journey that it would become doubtful whether we should be able to afford time for geological work on the Lewis and reach the coast before the smaller lakes near the mountains were frozen over. I therefore decided to set about the building of another boat, suitable for the ascent of the Lewis, and on the second day after we had begun work Mr. Ogilvie very opportunely appeared. After having completed our boat and obtained Mr. Ogilvie's preliminary report and survey sheets, together with the necessary provisions, we began the ascent of the Lewis, from the head waters of which we crossed the mountains by the Chilkoot Pass and reached the coast at the head of

Lynn Canal on 20th September. I am happy to be able to add that the entire expedition was carried out without any serious accident or loss, notwithstanding the difficult nature of the country, and that though circumstantial reports were heard in the spring of trouble between the miners and Indians on the Yukon, these proved to be entirely groundless.

"The geographical, geological and general results of the work are now in process of elaboration and will be made the subject of a detailed report at an early date. Mr. Ogilvie's instrumental survey, now doubtless completed to the intersection of the river with the 141st meridian, will form a sufficiently accurate base line for future explorations in the region. In addition to this, the geographical results include the completion of an instrumental survey of the Stikine to Telegraph Creek by Mr. McConnell, which is connected with Dease Lake by a carefully paced traverse by Mr. McEvoy. Thence, a detailed running survey was carried by the route previously outlined, following the Dease, Liard and Pelly rivers and connecting with Mr. Ogilvie's line at the mouth of the Lewis River, a total distance of about nine hundred miles. Taken in connection with Mr. Ogilvie's measured line, these surveys include an area of over 60,000 square miles, the interior of which is still, with the exception of reports received from a few prospectors and from Indians, a *terra incognita*. The same remark, with little qualification, may be applied to the whole surrounding region outside the surveyed circuit, but much general information has been obtained respecting the entire district which will facilitate further explorations. The whole region is more or less mountainous, though intersected by wide areas of flat or rolling country. The north-eastern margin of the belt of coast mountains may be said to be at Telegraph Creek on the Stikine. A second important mountain range runs in a general north-west by south-east course to the east of Dease Lake and is cut through by the Dease River. To the east of this no high or well-defined range was met with till the vicinity of Frances Lake was reached. Here a range, which may be accepted as the western part of the Rocky Mountains proper, is found with a similar trend to the east, and in this the streams feeding Frances Lake and the Pelly River rise. On the lower Pelly and Lewis Rivers the mountains are less considerable and assume a direction approximating more nearly to east and west.

"The following heights, deduced from a series of observations at a few main points will serve to indicate the general elevation of the country:—

	Feet.
Telegraph Creek, Stikine River (water level)	540
Dease Lake	2,661
Confluence of Dease and Liard Rivers	2,100
Frances Lake	2,577
Pelly River at "Pelly Banks" (water level)	2,965
Old Fort Selkirk, mouth of Lewis River (water level)	1,555
Lake Lindeman, head of Lewis River	2,165

"Till the observations made in the field have been laid down on the map it will be impossible to give with precision any account of the geological features of the region. The rocks in general are closely analogous to those met with in the corresponding region in British Columbia to the south. The coast mountains where crossed by the Stikine and by the Chilkoot Pass consist for the most part of granitoid rocks, with some included crystalline schists precisely similar to those found to the south in the same mountain belt, some details in connection with which are given in my last report on Vancouver Island.†

"To the east of the coast mountains, on the Stikine and Lewis Rivers, there are Palæozoic rocks resembling those provisionally classed in the southern interior parts of British Columbia as the Câche Creek series. They include limestones, quartzites, slates and schists, with a notable proportion of agglomerates and other materials of volcanic origin. In the vicinity of Dease Lake, and nearly on the same line of

† Part B, Annual Report Geol Surv. 1886, V. II.

strike on the Pelly, important beds of serpentine occur, and the associated rocks in these and many other places are preponderantly schistose and slaty, running through numerous varieties, but closely resembling the rocks of the Cariboo and other gold-bearing districts to the south.

"These Palæozoic rocks are by far the most widely spread in the entire region so far as exploration has yet gone, but are interrupted by areas of granitic rocks which generally form ridges or mountain ranges, and these in some places are flanked by more or less important developments of crystalline schists which are probably, at least in part, altered portions of the Palæozoic. The most important granitic range met with in the inland region is that previously mentioned as crossing the Dease River.

"Fossils are by no means abundant in the Palæozoic rocks, but a small collection of graptolites, of Cambro-Silurian age, were obtained on the Dease River, and Carboniferous forms were observed in connection with the limestones in several places. It is quite probable, however, that rocks ranging from the Cambrian to the summit of the Palæozoic, and possibly extending also to the Triassic, may be included in this great series, of which the schistose and slaty members constitute the gold-bearing rocks of the country.

"Rocks which are probably of Cretaceous age occur in limited basins on the Stikine immediately east of the coast mountains, and beds holding Middle or Lower Cretaceous marine fossils have a considerable development on the Lewis River, where there are also plant-bearing beds referable to the horizon of the Laramie and probably of the same age as the so-called Miocene of the Alaskan coast and Mackenzie River. A few fossil plants which are probably Cretaceous in age were also found at one place on the Pelly River.

"The Miocene proper is represented in the Upper Liard valley by soft stratified rocks, associated with basalts, and basaltic overflows, probably of the same age, occur on the Pelly, near the mouth of the Lewis, on the latter river at the Canon, and in the Stickine valley east of the coast mountains. In the last mentioned locality are some remarkable examples of superposed columnar flows overlying coarse gravel deposits. There is not, however, in the entire region examined, any wide basaltic plateau.

"Some features of special scientific interest occur in connection with superficial deposits and the evidences of glacial action, but these cannot be detailed here. It may, however, be stated that in both the Lewis and Pelly valleys traces of heavy glacier-ice moving in northward and north-westward directions, are often apparent. The grooving and furrowing is found equally well marked at the water level, and at the summits of hills several hundred feet in height, and appears to indicate the northward movement of a confluent glacier, in conformity with the general slope of the country. Terraces are of general occurrence and well developed, and often appear at considerable heights on the mountain sides. In connection with the distribution of placer gold, the direction of ice movement in the glacial period is of special importance.

"As the main object of the expedition was the exploration of the Yukon basin, but passing notice could be taken of the Cassiar mining district. The rich placer mines in the vicinity of Dease Lake were discovered in 1872, and reached their maximum productiveness in 1874, in which year they are reported to have yielded about $1,000,000. The yield in succeeding years has gradually declined, but about 150 men are still annually employed in the district. Much prospecting still remains to be accomplished before the possibility of the discovery of new rich creeks is exhausted. Promising deposits of quartz are known to occur, though nothing has yet been done towards their investigation and development. These seem to be worthy of special attention in consequence of the comparative accessibility of the district by means of the Stikine. It would be easy to construct a waggon road from the head of navigation on the river to Dease Lake, and a railway may eventually be expected to follow this route into the interior.

"Gold mining in the Yukon district may be said to have been initiated in 1880,

though little was done in that year except a certain amount of prospecting by twenty-five or thirty miners who entered by way of the Chilkoot Pass. Since then a yearly increasing number of miners have entered the country by the same route, and river bars have been worked with good results on different parts of the Lewis and its tributary the Teslin-too (Newberry of Schwatka, Hootalinqua of the miners), and on the Pelly and Stewart rivers. In 1886 most of the work was done on the Stewart, but in consequence of the discovery of 'heavy' or 'coarse' gold on Forty-mile Creek, as previously mentioned, nearly all the miners went to that place last summer. This is the first discovery of 'coarse' gold in the district, but it may safely be predicted that many more will follow. Prospecting has so far been confined almost exclusively to the larger rivers, and the mining to river-bar mining, but the fact has been developed that gold occurs in greater or less quantity on all the streams, and the extent of the gold-bearing river bars already known is, in the aggregate, almost unprecedented. The number of men engaged in mining on the Upper Yukon last summer was about 250, of which about 100 are wintering in the country. The number likely to be employed next season can only be guessed at, as so much depends on the demand for labor on the west coast generally. It is not impossible, however, that at least 500 men will be at work.

"In comparison with the region now known as an auriferous one on the upper Yukon, the productive portions of the Cassiar mining district are small, as profitable work there was practically confined to a few creeks, yet in 1876 the transit trade at Wrangell, in connection with the mining in Cassiar amounted in value to about a million dollars. This may serve as an index of the probable commercial results of a similar development of placer mining alone in any portion of the Yukon territory.

"The prospective value of the Yukon district and northern part of British Columbia as a mining region I believe to be great. This region includes—measured from the vicinity of Dease Lake to the intersection of the Pelly (Yukon) with the 141st meridian —a length of over 500 miles of the Cordillera belt of the west, which, wherever it has been examined, has been found rich in minerals and particularly in deposits of the precious metals. The width of this particular part of the Cordillera belt is also great, as it appears, so far as our explorations have gone, to extend from the coast to the eastern ranges of the Rocky Mountains in the vicinity of the Mackenzie River. This portion of the Cordillera region, together with that of the more southern part of British Columbia, gives an aggregate length of between 1,200 and 1,300 miles, almost exactly equal to the length of the same metalliferous belt contained by the United States, and in all probability susceptible of an eventual mining development equally great.

"The general climatic features of the region explored and their relation to its orography cannot be entered into in this preliminary note. It must suffice to say that the very humid conditions of the coast do not extend to the interior, which includes some tracts of very dry country, and in the mountains of which glaciers occur rarely, if at all. Wheat, barley and potatoes are grown, on a limited scale, at Telegraph Creek and in its vicinity on the Stikine, though irrigation is necessary. Farther north, summer frosts are probably almost everywhere too frequent to admit of the growth of wheat, but I feel satisfied that barley and rye, with other hardy crops may be grown as far north as the 63rd parallel in the Yukon basin. The country, though generally mountainous in character, includes large tracts of flat or slightly broken land, and is, in fact, one which may eventually support a population as large as that found in corresponding latitudes in Europe (as, for instance, in the province of Vologda in Russia). It is for the most part wooded, and produces much timber of very fair quality, while open hill sides and terraces with bunch grass and aspen thickets occur along the river valleys. Large quantities of fine furs are yearly exported from the Yukon district, reaching the coast by the Chilkat and Chilkoot Passes, Taku and Stikine Rivers, or crossing to the Mackenzie by the Porcupine and Rat Rivers.

"One of the most important features of the Yukon district is the facility which the various large rivers, converging to form the main stream, offer for travel and

inter-communication. These afford means for prospecting and exploring the country, and the distances to which they may respectively be ascended by boat or canoe has not yet, in most cases, been determined. It may be stated, however, that the rivers navigable for sternwheel steamers in Canadian territory have an aggregate length (measured without reference to minor flexures) of considerably over 1,000 miles, in which but one serious break of about three miles occurs on the Lewis. This length will be added to when the upper reaches of the larger streams are examined beyond the rapids or canyons, which are, in the above estimate, considered as defining the head of navigation in each case.

"Over 120 photographs were taken along the route followed, representing the character of the country, and I am happy to say that nearly the whole of these have proved satisfactory on development. Meteorological observations were kept up as regularly as possible, and numerous observations for latitude and longitude were made. Such geological and botanical specimens as appeared to be of interest were brought back, but in consequence of the difficulties of transport the weight of these had to be kept down as much as possible."

Cost of season's exploration of both parties, $4,832.46.

Mr. R. G. McConnell intended to send out a preliminary report on his examination of the lower part of the Liard River, above referred to, by the Hudson Bay winter packet, from Mackenzie River, but as this has failed to arrive in time to be included in this report, the following extracts from letters addressed to Dr. G. M. Dawson may serve to give an outline of his work.

In the first, sent back to the Pacific coast with his men, and dated Liard River, July 27, he writes:—

"I have now got down nearly to the mouth of the Nelson, and have just met some Hudson Bay men ascending the river. I am sending my two men back with them, as the river is good from here, and I can drift down to Fort Liard, even if I cannot find an Indian to go down. I send them back from here because there is no chance of getting supplies either at Fort Liard or Nelson House, and if I took them on to Fort Simpson they could not get back this autumn, as the river is still booming and shows no sign of going down, and we have just about enough food left to last them to their *cache* at the Devil's Portage. I shot two moose on the way down and that kept our supply up. We had a bad time getting down, as the river is a regular cascade for over a hundred miles. Between the Little Canon and forty miles below the Devil's Portage it falls over 1,000 feet, and as forty miles of this is good water you may imagine the state of the rest. It would be bad enough if it had room to flow, but it is penned in by canons, often less than 150 feet wide, every few miles, and then whirls and boils in an incredible manner. We worked our way by sheer muscle, carrying both boat and stuff through forests and over high hills. My men turned out well and worked without a grumble. As for myself, I have hardly a stitch of clothes left, as they were torn to pieces and left hanging on the brambles and roots along the many portages. I hope that you have worked your way through your many difficulties, and have got out to the coast again. But you have a tremendous task before you, which I can appreciate now better than in the spring."

In the next letter, from Fort Smith, Slave River, under date August 23rd, Mr. McConnell writes:—

"After leaving the men I floated down alone as far as Fort Liard, and there got an Indian to take me down in a bark canoe to Fort Simpson. At Fort Simpson I found the steamer, and came up as far as this place in her. This is rather a hard country to winter in without sending in supplies beforehand, as the deer have deserted it, and the people have been on short commons since last march. I am making arrangements to stay at Fort Providence as it is a good locality for fish, and one will always have something to fall back upon. It is, besides, below Slave Lake, the ice on which is the great impediment to getting down the Mackenzie early. * * I am going down Slave River in a canoe, and on the way I will go up Salt River to the ridge in which it heads. From the mouth of Slave River I purpose going up Hay River to the falls, about 100 miles. I may also go up Buffalo River if I have

time. During the winter I will try to visit Horn Hills, and see the country about Fort Rae. I believe Sir J. Richardson is right about the Palæozoic age of the shales between Fort Simpson and this place."

A box of fossils, sent out at the same time with the letter from which the above extracts are taken, has since arrived. The fossils show the presence of Devonian, Triassic and Cretaceous rocks on the Liard River.

Mr. Amos Bowman was occupied the whole season in preparing and in supervising the lithography of the maps of his field work in British Columbia during the seasons of 1885 and 1886, chiefly in the Cariboo district, the survey of which, as stated in my report last year, was undertaken in connection with the Provincial Government. It was then, December 1886, anticipated that the work of reducing the measurements and preparing the maps for publication would have been completed early in 1887. It has, however, together with the preparation of the report on the district, occupied till the close of the year. Both maps and report will be published at an early date.

In Manitoba, Mr. J. B. Tyrrell commenced a geographical and topographical examination and survey of the Riding and Duck Mountain region. He was assisted during the season by Mr. D. B. Dowling. We had very little precise knowledge respecting this district, but were aware of the occurence in it of salt springs, gypsum deposits and strong indications of petroleum. It was also thought possible that workable seams of coal or lignite and natural gas might be found there, and in view of its proximity to navigable waters and to railways, it was considered important that it should be thoroughly explored. Mr. Tyrrell reports as follows: "We left Ottawa on the 5th July and reached Brandon on the 14th, where the horses used last year on the Calgary and Edmonton survey had previously been brought by rail. Men and supplies having been obtained, the party left Brandon on the 15th of July, following the trail northwards to Strathclair, situated in range 21, township 17. Thence an odometer survey was made up the Little Saskatchewan River, across the Riding Mountains and down the Vermilion River to Lake Dauphin. From the trails, paced surveys were made of the beds of Ochre River and Edward's Creek, the banks of these streams being either too swampy or too much obstructed by fallen timber to admit of following them except on foot.

An odometer survey was then made northward across Wilson River to Valley River, a track survey being at the same time made of the Wilson River and its vicinity. North of Valley River, one of the rounded gravel ridges, known to the Indians as "pitching ridges," was followed first with a buckboard and odometer and afterwards on horseback as far as Fork River, a fairly accurate sketch-map being at the same time made of the eastern face of Duck Mountain. Finding that progress would be very slow north of Fork River, we returned to Valley River and made an odometer survey of the cart trail leading westward along this stream, passing through the gap that separates the Duck from the Riding Mountains in a wide glacial valley leading down into Shell River, from which the trail was followed and surveyed over the high ground southward to the village of Russell, a terminus of one of the branches of the Manitoba and North-Western Railway. From Russell, a similar survey was conducted across Silver, Bird Tail and Arrow Creeks to Shoal Lake, and thence to Little Saskatchewan River, returning by a more northern route to the point of starting. From Russell we proceeded northward with buckboard and carts to Asessippi, on the Shell River, from which point the vehicles were sent round to meet me higher up the river, while with saddle and pack horses I examined the lower part of the valley, and rejoined the carts about the south line of township 26. We then continued up Shell River to within three miles of the confluence of the north and east branches generally in the bottom of the wide deep valley, but sometimes we were obliged to climb to the top of the bank where it was impossible, without great delay, to ford the stream. On the way, however, we left Shell River for a time and turned westward on an

Indian cart trail to Angling Lakes, where Coté's band of Indians have several houses in which they spend the winter, being here in the centre of their hunting grounds. From this village, then quite deserted, a track survey was made of the stream that flows northward out of the largest and most eastern of the Angling Lakes till it flowed into the valley that separates the Duck and Riding Mountains. It was found to be the main branch of Valley River. Two pack trails leading northward from the Indian village were also examined, one being found to lead up the west branch of Valley River to its source, and the other to "The Lake that does not freeze," and the latter of which belongs to the drainage area of Shell River.

Returning to this latter river, we were obliged to leave the carts at a point three miles below the confluence of the north and west branches, and to use pack-horses in continuing the survey towards the sources of some of the small streams tributary to the main river. Returning to the carts we followed and surveyed an Indian cart trail northward across Big Boggy and Little Boggy Creeks, till it joined the old Pelly cart trail at the Indian village on Coté's Reserve. We then followed and located the latter trail northward to Fort Pelly, where we arrived on the 22nd of September. Having here obtained sufficient supplies to last till the end of the season, we followed a cart trail to the north-east, keeping north of Swan River for about forty miles, or till we reached the "Square Plain," making an odometer survey throughout the distance. I, however, branched off from this trail, and with pack horses followed a trail up Rolling River, till the stream became very small and was flowing in a shallow valley through a country that appeared to be one interminable swamp. As the country was impassable for horses, I returned and made a paced survey down the bed of the stream to a short distance below the crossing of the old location of the Canadian Pacific Railway, where the river again flows in a defined but winding channel through a marshy level tract of country.

Returning to Square Plain, Swan River was crossed and followed on its northern bank down to the mouth of Oak Creek, where the carts were again left, and with pack and saddle-horses a track survey was made around the north end of Duck Mountain, following, during part of the distance, conspicuous gravel ridges that extend along the eastern face of the escarpment, at least as far north as the valley of Swan River. In returning, the north-east point of the Duck Mountain was crossed, and also the head-waters of North and South Duck Rivers and Pine River. Then passing around the north end of Big Lake, in which Rolling River takes its rise, the head of Favell River was reached. This river was then followed on a northward course to near its junction with Rolling River, returning thence to the carts at the mouth of Oak Creek.

While I was engaged as above described, Mr. Dowling was making pace and track surveys of Swan River and of the country lying north of it in the vicinity of the camp.

Below Oak Creek an odometer survey was made of the trail down to Swan Lake, and the river was followed on foot in many places, where there was any possibility of exposures of the underlying rocks being met with. From Swan Lake the party returned to Fort Pelly by the old Hudson Bay Company's cart trail on the north side of Swan River, at the same time making an examination of the southern face of Thunder Hill.

The village of Russell was reached and the season's work completed on the 7th of November. Arrangements were made for the care of the horses and outfit for the winter before leaving for Ottawa, which we reached on the 14th November.

The surveys, which were checked throughout by latitudes taken with an eight inch sextant, will be plotted at once, and material will thus be furnished for an approximately correct map of a part of the country that, up to the present, has been almost entirely unknown.

Readings were taken regularly three times a day from a mercurial barometer, and numerous intermediate readings were taken from two aneroids, and as these will be compared with readings taken from a standard mercurial at Minnedosa, the height of which is known, it is hoped that the altitude of all important points can be de-

termined with sufficient exactness to show the general slope of the country and the height of most of the important elevations.

The geological structure of these so-called mountains, as far as seen, is very simple. They are composed of practically horizontal dark-grey clay-shale, interbedded with bands of chalky limestone and bands and nodules of hard sandstone. These beds contain fossils characteristic of the Niobrara and Benton subdivisions of the Cretaceous of Meek and Hayden's Nebraska section, and it is not improbable that some of the lower beds, which on the Swan River were found to be sandstones and clays, represent their lowest, or Dakota, Group, but no fossils were found to corroborate this, and no break or unconformity of any kind was found between any of the beds

In some places, as on Vermilion and Ochre Rivers, the dark shales were found to contain a small quantity of mineral oil, and it is quite possible that borings may reveal reservoirs holding this oil in considerable quantities. No coal seams of any value, though carefully sought for, were found.

This subject and the geological structure of the district will be treated of in a detailed report to be prepared during the winter, after the observations and collections have been studied and the measurements plotted. About 1200 lineal miles of survey were made, and the observations covered an area of 3200 square miles of territory within the province of Manitoba.

The surface of the country is almost everywhere underlain by an irregular deposit of till, varying from a very thin crust to a massive bed several hundred feet in thickness. East of Duck Mountain its surface on the lower lands is generally level or lightly sloping, to the west it is generally more or less undulating, while on the summit of the mountain, and on the upper parts of its eastern slope there are many areas covered by moranic ridges, consisting of high drift knolls, thickly overstrewn with gneissoid boulders, between which are deep rounded hollows, often holding small lakes of beautifully clear water.

Most of this latter country is practically valueless for agriculture, but considerable areas of it are covered with valuable forests, which by careful cutting could be made to yield a continuous supply of timber; but much of this rough land, especially that towards the north, is so thickly covered with boulders that it appears unable to bear more than a few scattered and stunted scrub pines. The undulating land to the south and west of the Duck and Riding Mountains is at present partly covered with groves of poplar, between which are more or less extensive areas of grassy prairie. This country is admirably suited for agriculture, since the soil is rich and well drained, and wheat can be raised with very little danger from early frost, certainly as far north as Big Boggy Creek, and perhaps as far as Fort Pelly. But perhaps the most fertile part of the whole district is that which lies between Dauphin Lake and the foot of Riding Mountain, where the underlying till is covered with rich layers of alluvial sand and clay. The land slopes gently towards the lake and is drained by several clear streams that flow from the face of the mountains. The area is partly wooded, the surface being covered with a rank growth of grass, weeds and rose bushes, and dotted with groves of willow and poplar. Towards the north it is continuous with the swampy country lying between the gravel ridges east of Duck Mountain, though even here there are many rich meadows. Still further north, in the Swan River valley, meadow land again forms the greater portion of the surface, bearing a close growth of tall fine grass.

Near the headwaters of the Shell and Valley Rivers, between Rolling and Favell rivers, on the northern face of Duck Mountain, as well as on some of the streams flowing from its eastern slope, there are some large areas covered with excellent white spruce averaging from 10 to 20 inches in diameter. Much of that on Shell River can be floated down into the Assiniboine River, where it can be sawn and distributed, but the rest must be floated into Lake Winnipegoosis. From there it must be conveyed to Lake Manitoba before it can reach a market, but this will be a very easy matter when communication is once opened through the narrow neck of land in the vicinity of Meadow Portage. Of late years fires have been doing very great damage to the forests of this region, and it certainly seems advisable

that some more stringent measures should be adopted to prevent the occurrence of the conflagrations that periodically sweep over such large areas throughout northern Manitoba.

Fossils were collected from the Cretaceous shales and limestones, and also a small but interesting collection was obtained from beds of pre-glacial or en-glacial age, near the summit of Duck Mountain. Numerous specimens of recent mammals, birds and insects were also collected.

Fifty-six photographs were taken during the season illustrative of the geology and general surface features of the country examined.

Cost of exploration, $1,741.16.

In April correspondence was entered into with Major Powell, director of the United States Geological Survey, with a view to joint action in carrying out the survey and delineation of the glacial Lake Agassiz in its continuation into Manitoba. The terms of this joint action were agreed upon, and on the 6th May Major Powell wrote expressing his "gratification at this inauguration of international work."

On the 11th September, Mr. Warren Upham, to whom the work was entrusted by Major Powell, wrote as follows:—"I have the honor to report the successful completion of the examination of the glacial Lake Agassiz in its continuation north of the international boundary in Manitoba, done under the auspices of your survey jointly for a detailed report to be made by me to you during the coming winter, and for my monograph on the subject for the United States Geological Survey. The cost of this exploration was $344.88."

Mr. Upham's report will form part of the next Annual Report.

Mr. A. Lawson left Ottawa for the field accompanied by Mr. Smith as assistant on the 27th of May, to continue the exploration and survey of the country between the Lake of the Woods, Rainy Lake and Lake Superior.

The work was commenced in the vicinity of Rainy Lake, and during the months of June, July and August Messrs. Lawson and Smith were occupied in making the surveys and investigations necessary to complete the maps of the Rainy Lake and the Rainy River districts. These maps cover an area of 5,182 square miles. They will be similar to that of the Lake of the Woods, published with Part c. c., of the Annual Report, 1885, though on the smaller scale of four miles to one inch. The information for these maps is now in course of compilation in the office and the maps will be prepared for publication, together with a detailed report during the winter.

After completing the field work, and before commencing the survey of the intervening country east of Rainy Lake, it was deemed desirable to make a further general reconnaisance of the geological features of the Thunder Bay district and the vicinity of Port Arthur, where latterly mining interests have been rapidly developing. The remainder of the season was accordingly devoted to this work and to a visit to the Vermilion Lake and Gogebic iron ore districts in Minnesota for the purpose of comparing the geological conditions which obtain there in connection with these deposits, with those of the Thunder Bay district, in many parts of which there are geological indications inducing the belief that valuable deposits of iron ore exist there like those above referred to. While Mr. Lawson was thus engaged Mr. Smith continued the topographical work on the north side of Hunter's Island in the vicinity of the international boundary.

Mr. Lawson's party was in the field four and a half months. Average strength five men. About 700 miles were measured by micrometer, log survey and compass triangulation.

Cost of exploration, $1,608.97.

Mr. A. P. Low, accompanied by Mr. J. M. Macoun as assistant, was engaged during the summer in making an exploration of the islands of James Bay. No suitable craft for the work could be obtained at Moose Factory. A Lake Huron fishing boat was therefore purchased at Collingwood and sent to Missinabie station, on the

Canadian Pacific Railway, situated on Dog Lake, at the head of the Michipocoten River. From here the boat was taken across the height of land and down the Missinabie branch of the Moose River to James' Bay, Moose Factory being reached 27th June. Leaving Moose 2nd July, the first island visited, called Charlton, lies near the southern end of the bay and about one-third of the distance across from the eastern shore. This island was found to be wholly made up of sand, clay and boulders, without any rock in place, and further investigation on the other islands visited showed that they were all of the same drift origin. Charlton Island is the second island in James' Bay in regard to size, being in shape an irregular oblique parallelogram, the diagonals being 18 miles from N.E. to S.W., and 12 miles from N.W. to S.E.

On the south side the shores are low and swampy, covered with a dense growth of black spruce and tamarac of small size; on the other sides the shores are high, and inland the island is a rolling plateau, with a light sandy soil, supporting a larger growth of white spruce and poplar. While on Charlton Island a paced survey was made on the shore of Danby Island, which lies about one mile to the eastward. It was found to be roughly triangular in shape, each side being about two miles long. The whole island is low and flat and covered with small black spruce and tamarac. On 11th July the party crossed to the Strattons, two small islands lying N. 65° E. from the north-east point of Charlton and ten miles distant. The western or larger is five miles long from E. to W. by about one mile and a half broad; the smaller is nearly round, with a diameter of one mile and a half. The interior of the larger island has an elevation of seventy-five feet above sea level.

Little Charlton Island was next visited, distant eighteen miles from the Strattons in a N.N.W. direction.

From Little Charlton a northerly course was taken through the Tiders, several small low islands, the larger covered with low bushes, the smaller being merely sand and boulder shoals, stopping at Watson Island which lies N. 33 E. from Little Charlton in latitude 52° 31·07″.

This island in form resembles a thin crescent, the greatest length being eight miles from north to south. With the exception of a few stunted white spruce, no trees grow on the island, its sand and boulder surface being covered with small arctic flowering plants, grasses and sedges. Continuing northward, Solomon's Temples, a number of low, sandy shoals were passed, and the Twins, two large islands lying north and south and separated by a channel five miles wide were reached. These islands have the same barren character as Watson. After the Twins, Walter and Spencer small islands lying to the eastward were examined and the mouth of the Big River reached 19th July. Here the party divided, Mr. Low going up the river while Mr. Macoun explored the Lead and Bear Islands to the northward. The Big River was ascended fifty miles in an easterly direction. This is the largest river flowing into the east side of Hudson Bay and is navigable with large boats for twenty miles from its mouth. It flows in a valley from one-third to one mile wide between cut banks from thirty to one hundred feet high.

The surrounding country is covered with a dense growth of trees in the following order as regards quantity: black and white spruce, tamarac, balsam and aspen poplar, balsam spruce and banksian pine; there are numerous outcrops of rock along the shores, the most common being a dark grey hornblende-gneiss.

Leaving Fort George, 2nd August, the bay was crossed by way of the Twins and the Island of Agoomski reached.

This is the largest island in James' Bay, being about seventy miles long from N.W. to S.E. by an average of ten miles broad.

Unlike the other islands, its coast line and interior are low and swampy and the interior is covered with small spruce and tamarac. From Agoomski the party returned to Moose Factory and thence by the Missinabie River reached the Canadian Pacific Railway 7th September.

The coast line and islands as laid down on the Admiralty chart do not agree with the Hudson Bay Company's chart, especially on the east coast, and further, neither

the size, shape or position of the islands visited by Mr. Low agrees closely with that given on either of the charts.

Mr. Macoun made several interesting additions to the collections of plants and insects.

Total cost of the exploration, $3,179.00.

In December last Mr. E. D. Ingall visited the salt districts of Ontario for the purpose of investigating the present condition of that industry, and to gather statistics and other information relating to it. This work was continued by means of correspondence, after his return to Ottawa on the 5th of January. He was then engaged completing a report on the subject, and also one on the silver production of Canada, both of which are published in the Statistical Report on mineral production in Canada, Part S, of the annual volume for 1886.

The preparation of the latter report, examinations for which were commenced in 1885, was much delayed last year by the preliminary work with Mr. Coste in connection with the arrangements for the collection of the mining and mineral statistics.

After the completion of this work, Mr. Ingall commenced the preparation of the maps and other illustrations to accompany his report on the silver mining district west of Port Arthur, and on the geological features connected with the very rich silver bearing veins of that district. At the same time arrangements were being made to commence an exhaustive investigation and survey during the approaching summer of the apatite mining districts in Ottawa county, province of Quebec with a view to the preparation of a monograph on the apatite deposits and their developments.

In pursuance of this plan it was decided to make an accurate delineation of the rocks associated with these deposits over an area of about 200 square miles, so outlined as to embrace the most important mines of the district, thus including parts of the townships of Portland, Derry, Buckingham, and Templeton. Mr. Ingall was assisted by Mr. J. White, who on the 22nd June commenced the preliminary topographical measurements, requisite for the construction of a map on which to lay down the geological features and the position of the worked and the unworked apatite deposits. At the same time Mr. Ingall made a tour of inspection of the principal mines, and then returned to Ottawa to continue work in connection with his report on the silver bearing district above referred to, leaving Mr. White to continue the work in the field. This was unfortunately brought to a close on the 11th of August by a serious accident, in which Mr. White had his leg broken and was otherwise so seriously injured as to incapacitate him for any work during the rest of the season. Under these circumstances, Mr. Ingall disbanded the party and has since devoted his time to the completion of his monograph of the Thunder Bay, Lake Superior silver mines, of which the publication is now in progress.

Cost of the work in the field, $860.24

Dr. R. Bell was engaged during the summer in an exploration of a portion of the large tract of but little known country on the confines of the provinces of Quebec and Ontario, including Lakes Temiscaming and Abbittibbi, the Montreal River and the upper waters of the Ottawa. The chief objects of the exploration were to ascertain more precisely the northern extension and the distribution of the great mineral bearing belt of Huronian rocks which commences on the Georgian Bay of Lake Huron and crosses the Canadian Pacific Railway at and in the vicinity of Sudbury, also to investigate the question of the northern limit of the apatite or phosphate and mica bearing belts of Ottawa county, and likewise to make such additions as might be possible to the existing very imperfect geographical knowledge of the region to be traversed.

Dr. Bell was assisted in the field during the summer by Messrs. A. E. Barlow and A. S. Cochrane, by the former from the 16th July to the 1st October and by the latter from 8th September to the 28th of October. The exploration extended from the 11th July to the 18th of October, when Dr. Bell returned to Ottawa.

Dr. Bell furnishes the following summary of the season's operations :—

"Although the watershed to Hudson Bay was crossed both in the eastern and in the western extension of the exploration, the country examined may be described as the Upper Ottawa country, as the waters used as the bases of our operations, both east and west of Lake Temiscaming, fall into the Ottawa River.

"Fort Temiscaming was selected as headquarters for the summer."

The examination of the rocks of Lake Temiscaming was in continuation of the work of Sir W. E. Logan, in 1845, the result of which is summarized in Chapters IV and XII of the Geology of Canada, 1863, and where also the succession of the Laurentian and the Huronian rocks on Lake Temiscaming is described. In the report for 1845 the rocks are more fully described, but they were not then known as Laurentian and Huronian.

Dr. Bell now states :—"This lake is surrounded by Huronian rocks and these were re-examined in the light of the knowledge of the Huronian system which has been gained since the time of Sir W. Logan's visit in 1845. The Silurian limestones, &c., of the islands and of the northern part of the lake were also examined and a considerable collection of their fossils was made. It is believed that the limits of the Silurian area at the north end of the lake can now be defined with tolerable accuracy.

"The course of the main Montreal River is singularly straight; its upward bearing is about north-west and the distance from the mouth to the Great Bend, near which it divides into two branches flowing from the south, is 85 miles in a straight line. In 1875 I examined both these branches and the country thence to Lake Mattagami, in connection with a geological exploration, extending from the Wanapitai and Sturgeon Rivers, but the main Montreal River, below the Bend, had not hitherto been examined geologically. The rocks along it were found to belong to the Huronian system, except in two parts, namely at Bass Creek, two miles above the head of Elk Lake and just below the extremity of Sinclair's Line, or four miles below the junction of the East Branch, where Laurentian gneiss was met with.

"From the Great Bend of the Montreal River I crossed the height of land northward and descended the Frederick House River, a branch of the Abittibbi, to Paishko-tchagami Lake. All the rocks seen on this route also belong to the Huronian.

"On returning from this exploration I descended the Montreal River to its junction with the northern outlet of Temagami Lake and made a track survey and geological examination of the lakes through which it flows. The rocks on this route were found to consist principally of clay-slates, argillites and quartzites. At the time of my visit to Temagami Lake Mr. Barlow was engaged in making a micrometer and compass survey of it, having begun this work on the 23rd July, and he completed it about the end of September, after which he made a similar survey of the route from Temagami Lake *viâ* Rabbit Lake to the foot of Lake Temiscaming. Temagami Lake was found to measure about thirty miles in its greatest extent, or from north to south, and nearly the same from east to west, but much of its general area is occupied by peninsulas and islands. It is remarkable for having two outlets which discharge its waters the one into the St. Lawrence and the other into the Ottawa. The southern outlet is a branch of the Sturgeon River, which flows into Lake Nipissing and thence by the French River into Lake Huron; while the northern outlet as already mentioned, falls into the Montreal River and thence into the Ottawa. The rocks around Temagami Lake embrace felsites holding pebbles of syenite, which are the most abundant, quartzites, clay-slates, massive diorites and crystalline schists.

"After having made a geological reconnaisance of Temagami Lake, I returned to Fort Temiscaming by way of Rabbit Lake and the Mattabatchawan River and found the rocks along this route to consist principally of felsites and clay-slates.

"The Rivière Blanche and the travelled canoe route from Lake Temiscaming to Abittibi Lake were explored geologically by the late Mr. Walter McOnat in 1872,* and during the present year Mr. E. B. Borron, on behalf of the Government of Ontario, made an exploration of the region lying to the southward of the latter lake

* Report of Progress. Geol. Sur., 1872-73 pp. 112-135.

and he has kindly promised to furnish me with notes of his geological observations. We are indebted to Mr. Edward Haycock and to Mr. David Beatty, P.L.S., for additional information on the rocks of the Rivière Blanche and neighborhood.

"The next division of the season's operations consisted of the exploration of the region between Lake Temiscaming and the source of the Ottawa. Accompanied by Mr. Cochrane I proceeded from this lake by way of Kippewa, Birch, Sasiganaga, Wolf and Grassy Lakes to the Grand Lac du Moine, and thence to Grand or Victoria Lake of the Ottawa. Laurentian gneiss was the only rock observed on this route all the way from the foot of Lake Temiscaming.

"From Grand Lake Mr. Cochrane was sent northward to ascertain whether or not the Huronian belt which crosses the canoe-route between the height-of-land and Lake Abbittibbi, extends eastwardly to that longitude. In connection with this exploration he made a track survey of the northern arm of Grand Lake, which has a length of about twenty miles, and thence across the watershed, and down the chain of lakes and streams which leads in the same direction to Shabogamog Lake. A track-survey and a geological examination were made of this lake, which proved to be over thirty miles long. Mr. Cochrane next descended the river flowing from this Shabogamog Lake for a distance of over ten miles, northwardly, where a series of rapids begins. It proved to be a large stream, fully equal to the Ottawa just below Grand Lake, and is apparently the head of the un-named river flowing into Hannah Bay, at the southern extremity of James' Bay. The height of land passes close to the northern extremity of Grand Lake, and soon after crossing it Mr. Cochrane found crystalline schists of the Huronian system, and further on they were met with here and there, alternating with Laurentian-like gneiss, as far as the outlet of Shabogamog Lake, beyond which the schists were continuous as far as he descended the river. There is little doubt these rocks form part of the Huronian belt, extending eastward from Abbittibbi Lake.

"On returning to Grand Lake Mr. Cochrane, according to instructions, descended the Ottawa to Lake Temiscaming. The section of the river lying between Grand Lake and Lac des Quinze had been surveyed with the micrometer by Mr. Lindsay Russell, and it only remained for Mr. Cochrane to note the geological formations. The rocks along this division of the Ottawa proved to consist entirely of Laurentian gneiss. The Huronian schists, between Lac des Quinze and Lake Temiscaming were examined and reported on by the late Mr. McOuat, in 1872.

"Leaving Mr. Cochrane at Grand Lake to continue the explorations which have just been described, I proceeded up stream towards the source of the Ottawa. Grand Lake, the Ottawa River and the lakes upon its course as far as Barrier Lake, had been explored by Mr. Henry C. Symmes, P. L. S., in 1866, so that I only required to examine this section geologically, and throughout its whole extent the only rocks seen were gneiss.

"Above Barrier Lake, both a geological examination and a track-survey of the Ottawa were made to its source, which was found to be in a small lake at the head of the north-western and longest of the two branches into which it ultimately divides. This sheet of water, which is only about two miles long, had no name, and I called it Ottawa Lake, as an appropriate designation, and as following the almost universal rule which obtains in these regions by which the lake at the source of a river bears the same name as the river flowing from it. Laurentian gneiss continued to be the only rock observed all the way from Barrier Lake to Ottawa Lake.

"From Ottawa Lake I crossed the water-shed to Echaume Lake, one of the sources of the Gatineau River, and then descended that stream, which is constantly augmented by tributaries from either side as far as the river Désert, continuing to make both a track-survey and a geological examination the whole way. No rock but gneiss was met with in descending the Gatineau until reaching a portage about thirty miles below the Zigonse or principal north-east tributary of the river, where a white-weathering coarsely crystalline light grey limestone made its appearance, and was afterwards traced, almost continuously, down the river nearly to its mouth. This well characterized belt of limestone has evidently a great thickness. Thinner bands of a somewhat similar crystalline limestone were observed interstratifying gneisses, &c., in the lower part of the valley of the Désert. From this point I brought

my canoe-men by stage to Ottawa, and thence sent them back to Lake Temiscaming *vid* Mattawa."

The limestone above referred to by Dr. Bell was first noticed by Mr. J. Richardson in 1870 and is pretty fully described by him in the Report of Progress, Geol. Survey 1870-71, in which, on page 289, he says: "Without further examination it would be impossible to say whether these limestones which are so largely displayed along this portion of the Gatineau River form one or more bands. The thickness of this limestone in some parts cannot be short of five or six hundred feet and below the Big Eddy Portage may reach a thousand feet."

Dr. Bell further reports that while endeavoring to ascertain the nature, structure and geographical distribution of the rocks in the districts examined during the season, special attention was directed to the discovery of economic minerals.

"In this connection it may be mentioned that some days were devoted to an enquiry and examination into the alleged discovery of auriferous quartz veins in several places in the vicinity of Mattawa. The various openings where the discoveries were said to have been made were visited and a number of specimens were collected. These have since been assayed by Mr. Hoffmann, but without finding gold or silver in any of them.

"The glaciation of the fundamental rocks and other phenomena of the drift were studied and many interesting facts noted, but these will be more appropriately recorded in the detailed report to be prepared. Numerous observations for latitude were made, which will be used to give greater accuracy to the maps of our track surveys. Notes were constantly kept in reference to commercial timber and to the distribution and the northern limits of the trees in the region visited. Considerable information was gathered on the natural history of the districts, especially with reference to food fishes; and collections of Coleoptera and Lepidoptera were made. The temperature of Lake Temagamin and of other lakes was recorded three times a day by Mr. J. Fraser, a member of the party.

"Forty photographic views were taken to illustrate the various characteristic features of the scenery, points of geological interest and the general aspect of the country.

"As on all previous occasions the Survey is again indebted to the officers of the Hudson's Bay Company for their kind hospitality and assistance in promoting the work, and in this connection I may be allowed to mention more particularly Chief Factor Colin Rankin, Mr. C. C. Farr, J.P., Mr. J. Mann, Mr. L. Christopherson and Mr. J. Turner.

Cost of season's exploration, $2,036.87.

Mr. F. D. Adams left Ottawa on the 13th July, and spent the following three months and a-half in exploring and mapping in detail those portions of the counties of Montcalm and Joliette, which are included in the north-west quarter sheet of the map known as the map of the Eastern Townships.

The area examined by Mr. Adams has an extent of about 1,200 square miles, and lies immediately to the north of that explored by him in 1885. He now states that,

"The great mass of anorthosite underlying Morin, Abercrombie, Wexford and several other townships in Montcalm and in the adjacent counties, and the southern and western boundaries of which have already been determined, was still further examined, and its southern and eastern boundaries carefully traced. In doing so the unexpected fact was ascertained that the so called massive and stratified varieties of this rock are in reality only different portions of one and the same mass. A number of small outliers of anorthosite were found in the gneiss to the east of this main area, resembling those found before on its western and southern sides. Four bands of crystalline limestone were also found east of the Lac Ouarreau band and on the eastern side of the principal anorthosite area, some of which undoubtedly correspond to those found by Sir William Logan on its western side. As a result of this summer's work, I think it may be safely concluded that the rocks comprising the principal area of anorthosite above referred to, as well as most, if not all, of the smaller areas, are of eruptive origin.

"All localities, where minerals of economic importance were reported to occur, were visited and examined. These were for the most part deposits supposed to contain either gold or iron ore, many of which are associated with bands of pyritous rock near the contact of the anorthosite and gneiss. Several of them, now abandoned, had at one time been more or less extensively worked for gold. Specimens of these ores were collected, and it is proposed to assay them, in order to ascertain whether they really contain a sufficient amount of gold to warrant further efforts being made for their development. A large number of other specimens were also collected, some of which, it is hoped, may prove of economic importance, as well as of scientific interest.

"There still remains a large area to be examined within the limits of the map referred to, and until this is effected and the map can be completed for publication, it is deemed desirable to defer the preparation of a detailed report on the geological structure of the district. A short report will, however, be prepared during this winter, dealing chiefly with the economic resources of those portions already examined, and which seem to be of more immediate practical importance.

Cost of season's exploration, $563.00.

Dr. R. W. Ells, with Mr. N. J. Giroux as assistant, was occupied during the past season in continuing to the north-east the final examination and mapping of the geological formations on the south side of the St. Lawrence, in a part of the area comprising the north-east quarter sheet of the map of the Eastern Townships, extending from the county of Megantic north-eastward to the county of L'Islet. This work was, as stated, a continuation of that of the previous season to the south, which is described in the summary report for 1886, and in greater detail in part J of the annual report recently issued. The first two months were devoted principally to an examination of the gold-bearing rocks of the Chaudière district, and later the rocks along the southern side of the St. Lawrence were re-examined from St. Nicholas towards Rivière du Loup, together with some of the islands below the Island of Orleans. The object of this was to ascertain and to map more accurately than has been hitherto effected the distribution and the relative positions of the Levis formation and of the so-called Lauzon and Sillery formations along the borders of the St. Lawrence, where the rocks over considerable areas, were in 1869 assigned to the horizon of the Potsdam sandstone, while other large areas of precisely similar rocks were still included in one or other of the sub-divisions of the so-called Quebec group. The reconnaisance examinations which I have, from time to time, carried out in all parts of the region since 1874 had made it evident that an entire revision of the work of 1869 and previous years was now required, and this was commenced by Dr. Ells in 1885, and has since been ably prosecuted by him. The observations of the past season must now be carefully studied, and another season's work in the area will be required before the actual distribution of the formations can be fully ascertained and finally mapped, and the geological structure reported on, as there is still a very large area, probably not less than 1,250 square miles, in the counties of Bellechasse, Montmagny and L'Islet, that has been but little, if at all, explored. Much of it is thickly wooded and difficult of access; but as it is on the line of strike of the mineral-bearing belt to the south-west, it is not impossible that in some parts of it there may be a recurrence either of the asbestos, the iron ore, or the cupriferous deposits of that belt. In any case it is very desirable that the whole area should now be fully and exhaustively explored, and its geological structure worked out before the map of it is published. This, it is hoped, may be accomplished next year. A number of outcrops of serpentine, which are confined to the area south-west of the Etchemin River, were examined, with a view to finding workable deposits of asbestos, but though at several of these small viens of asbestos were observed, the mineral does not appear to occur in sufficient quantity to be of economic importance, and the altered igneous rocks with which it is associated to the south-west, chiefly in what has been called the volcanic belt, seem to disappear after the valleys of the Chaudière and Etchemin rivers are crossed.

On mining in the district Dr. Ells reports:—

"The output of asbestos at the mines of Coleraine and Thetford has largely increased during the past season, and preparations were being made to continue working during the winter. Several new mines have been opened at Thetford and near the Coleraine station, which promise well.

"The Broughton Mine, situated on lot 14, range 7, Broughton, about half a mile west of the Quebec Central railway, is still being worked, though its present output is not very considerable. The asbestos at this mine occurs in an irregular vein along the contact between the serpentine and the black Cambrian slates, and differs from that obtained at the other mines of this mineral in character of fibre, and in its being associated with soapstone. It is, in so far as yet ascertained, confined to but one vein of any importance. Three shafts have been sunk in the line of outcrop, and some very excellent asbestos has been extracted, more especially from the upper portion of the vein. Very good indications of asbestos were also observed on lots 27, 28 and 29, range A, Coleraine, near the Poudrier road, the property of Dr. James Reed. Though but little work had been done, a number of veins of asbestos were exposed at the surface, varying in thickness from half an inch to an inch and a half.

"The gold mines of the Chaudière have not yet been developed on a scale commensurate with their importance. During the past season three companies have been engaged in mining operations, viz., the St. Onge Co, on Slate Creek, at St. George, Beauce; Messrs. Coupal & McArthur, on Mill Creek, near St. Francis village, and Capt. Richards on the Cumberland Stream, a branch of the Famine River. On the DesPlantes River also, Mr. Horace Sewell has been engaged in prospecting, with the object of finding the old channel of that stream, and claims to have been successful in locating it, though no work has yet been done to test it as a source of gold. At St. Francis, Mr. Coupal states that he has found considerable "coarse" gold.

"During the past summer the old copper mine at Harvey Hill has again been opened up, under the management of Mr. Chas. Lionais, but at the time of my visit the operations were confined principally to repairing the shafts and buildings. This mine has already been fully described in the Geology of Canada, 1863, pp. 724, 728, and no further information need here be given concerning it.

"Work has again been resumed at the South Ham antimony mine. This property is mentioned in the Geology of Canada, 1863, p. 876, and later in the Report of Progress Geo. Survey 1881-82, p. 399. It has lately changed hands, and is now owned by Dr. James Reed, who within the present year, 1887, has driven a tunnel from the lower part of the hill in which the mine is situated, a distance of 304 feet, which has struck the vein at the bottom of the 100 foot shaft, with which also the other workings of the mine are connected. The mineral bearing lode, cut by the tunnel, is reported by Dr. Reed to be seventy feet in width, all of which he says will pay for extraction. The object of the tunnel driven by Dr. Reed is to drain the workings and to facilitate the extraction of the ore. Dr. Reed has already taken out about twenty tons of ore, and intends carrying on the work during the winter. The great difficulty in the way at present is the lack of a market, a difficulty likewise experienced at the antimony mines of Nova Scotia and New Brunswick. According to the "Mineral Resources of the United States, 1885," the price of 50 per cent. ore was at that date $10 per ton, the amount of crude antimony and regulus imported into the United States for that year, being 2,668,302 lbs., valued at $223,741, and of antimony ore 243,635 lbs., valued at $8,783.

"Attention has again been directed to the iron ore deposits of Leeds. These ores, referred to in the Geology of Canada, 1863, p. 677, were subsequently examined by the late Mr. Chas. Robb, M.E., and are also referred to in "Iron Ores of Canada, p. 205, Rep. Geol. Sur., 1873-74," by Dr. Harrington, who says: "The strata have been exposed by stripping for a distance of forty yards in the direction of the strike, and sixteen yards across it. In the latter distance three tolerably regular beds of ore were seen, respectively six, four and three feet thick, and all dipping to the north-west at an angle of 50°. The beds are separated by bands of chloritic slate, containing quartz and felspar. The ore is a fine-grained magnetite, more or less mixed mith micaceous

iron ore, and some specimens exhibit polarity in a marked manner." Similar ores occur in the adjoining township of Inverness. The analysis of the Leeds ore, by Dr. Harrington, gave: metallic iron, 67 079 ; phos., ·206 ; sulphur, ·038. These ores are distant from the Quebec Central railway, at Robinson station, about ten miles, and from the Grand Trunk railway, at Bécancour station, from sixteen to eighteen miles.

The field work was commenced on the 4th of June, and terminated on the 19th October—cost $1,449.33.

Professor Laflamme, who was engaged for a short time during the summer in re-examining the country and in continuing the revision of the geological boundaries on the north side of the St. Lawrence above Quebec, furnishes the following report :—

"A detailed examination was made of the country between the St. Maurice and the Batiscan Rivers, especially that portion of it which lies to the north of the boundary of the Cambro-Silurian rocks. The rocks observed here, as everywhere else in this region, belong to the Laurentian gneiss, which occurs in all its varieties. I, however, observed also three important bands of crystalline limestone in the parish of St. Tite. One commences at the southern extremity of Lake Roberge and runs westward to Lake Claire where it terminates. It is a coarse-grained limestone and encloses many fragments of gneiss, occurring as angular blocks regularly distributed through the limestone. The exposure is about five or six hundred feet wide, and about half a mile in length. The stone could, probably, only be utilized for burning into lime.

"The second band occurs about six miles to the south-east of the first. It is a fine-grained rose colored limestone, susceptible of taking a fine polish and consequently of being used as an ornamental marble. At the junction of the limestone and gneiss there is a distinct appearance of bedding or alternating bands of limestone and of gneiss dipping south easterly 75°. The exposure is about two acres in extent.

"The third band occurs about a mile to the south of the second, and the limestone closely resembles that of the Lake Roberge band, the crystals perhaps even larger. It likewise encloses many angular fragments of the surrounding rock. It could not be utilized as a marble.

All this northern country closely resembles the Saguenay district in the manner in which the deposits of clay "glaise," occur. These deposits are very irregular, and show much false bedding in most of the section made by the railway. There is no trace of quaternary fossils like those of the country in the vicinity of Quebec, and it seems that these deposits are all the result of the submergence of this part of the country by the fresh waters of the melting ice and snow of the glacial epoch. The country is generally fertile, but there is a larger number of extensive projections of Laurentian rocks, which interrupt the continuity of the clay deposits.

"East of Batiscan River the Laurentian rocks present the same general characters, as do also the arable lands. The general strike is north-east and south-west, and there is no trace of limestone bands in this region.

"I also made a further geological examination on the St. Anne River, but have nothing to add to what was stated last year.

"The Trenton limestones are very regular with a scarcely discernable dip to south-south-east. About two miles above St. Anne's church they are covered by the Utica and Hudson River formations.

"In conclusion, I desire to draw attention to the work now being done in this part of the country in connection with the occurrence of natural gas.

"Already a number of wells have been bored, and though the result has not been what was at first anticipated, yet there is no reason why judiciously conducted researches should not some day be crowned with success. The discovery of natural gas in available quantity in the province of Quebec would be extremely valuable. We have no coal to work our minerals. Natural gas might replace it and give a

fresh impulse to all our industries. Abundant sources of natural gas have been found in Ohio in the same formations, adding a certain degree of probability to the presence of gas in our Trenton and Utica formations."

Cost of explorations, $400.

From the above it might, perhaps, be inferred that natural gas had not been discovered in these formations, and, therefore, it may be well to quote the following passage from chapter xvii, p. 527 of the Geology of Canada, 1863, from which it will be seen that both gas and petroleum have long been known to occur over wide areas in Canada from the vicinity of Quebec to the Manitoulin Islands, and it has also long been known to occur in the Gaspé Peninsula:—

"The light carburetted hydrogen or marsh gas, which is so often a product of the transformation of organic matter at ordinary temperatures, is abundant in the palæozoic rocks of Canada and issues from many mineral springs. Those of Caledonia, Varennes and Caxton, in the Lower Silurian series, give off great volumes of this gas, which keep the waters in constant agitation. Many other less important instances of the same kind might be mentioned, while in the higher strata of western Canada this gas is still more abundant, as at the well known burning spring near Niagara Falls and in the region of the oil wells. In boring these, reservoirs of it are frequently penetrated from which the gas is liberated with explosive violence. In nearly all the oil wells there is a greater or less disengagement of inflammable gas; so that it would appear that the strata almost everywhere in that region hold, in a condensed state, portions of light carburetted hydrogen, which is discharged wherever a natural fissure or an artificial boring furnishes a vent.

It was further stated *Op. cit.* p. 788: "The possibility of its occurrence in available quantities in some parts of the Trenton formation should not be lost sight of."

During the past three or four years attention has again been directed to this question, chiefly through the great developments that have during that period been made in Pennsylvania, Ohio and other states, and several wells have been sunk in the province of Quebec with a view to develop the indications of petroleum and natural gas, which, as already stated, were long ago pointed out by the Geological Survey. The most important of these trials was made in the summer of 1885, and it seems desirable to quote here the detailed description of it by Mr. Obalski, as published, pp. 116–117, Report of the Commissioner of Crown Lands, Quebec, 1885.

GAS WELL NEAR ST. GRÉGOIRE, COUNTY OF NICOLET.

"These borings were effected on Mr. Hilaire Trudel's land (No. 501 of the Cadastre) at the south-east end of the concession of Bouséjour (Seigniory Roquetaillade). The following table gives the depths reached and the nature of the rock encountered:—

On the surface, 31st July, 1885, 1 foot of earth, good cultivable soil, flow of odorless gas.

From 1 to 48 feet. 47 feet of blue loam, with thin layers of sand.
From 46 to 53 feet. 5 feet of white sand, with abundant emanations of odorless gas.
From 53 to 68 feet. 15 feet of heavy gravel, composed of pebbles of granite, sandstone, calcareous rock, &c., with abundant emanations of odorless gas and water.
From 68 to 75 feet. 7 feet of black sand, very dense, hard to penetrate; water, but no gas.
From 75 to 155 feet. 80 feet of solid rock, sandstone, somewhat calcareous, soft enough to be cut with a knife; oily oozings.
From 155 to 215 feet. 60 feet of same rock, but harder and of a finer grain.
From 215 to 280 feet. 75 feet of red shale, wrongly called by the miners "soapstone."
From 280 to 300 feet. 10 feet of same rock, lighter color.
From 300 to 316 feet. 16 feet of same rock, nearly black.
From 316 to 370 feet. 54 feet of blackish brown schist, not hard; abundant and sudden flow of gas, having a strong smell of kerosene.
From 370 to 475 feet. 105 feet of red shale; more abundant emanation of gas.
From 475 to 525 feet. 50 feet of red schist, somewhat greyish.
From 525 to 580 feet. 55 feet of red schist, softer.

From 530 to 640 feet. 60 feet, another flow of gas, more violent, throwing mud and stones from the bottom to a height of 60 feet in the air, and preventing work. This gas affects the sight and the lungs of the workmen; continuation of red shale.

From 640 to 660 feet. 20 feet of impure calcareous rock, apparently containing magnesia. Another vein of gas of the same nature.

From 660 to 720 feet. 60 feet of calcareous rock.

From 720 to 820 feet. 100 feet of oily calcareous rock.

From 820 to 860 feet. 40 feet of black schist, soft to the touch. New vein of the same gas.

From 860 to 1,115 ft. 255 feet of compact black schist.

1,115 feet. Work suspended. The gas continues to flow with such force that it is impossible to close the orifice, so two pipes of ½-inch diameter are fitted to the main one.

This boring has evidently passed through the Medina shales and sandstones which appear to be here 565 feet thick* and the remainder of the boring, 540 feet, seems to be in the Hudson River rocks. Below these the Utica, and the Trenton would be found, and as it is at the junction of the latter that the main gas and petroleum occurs in north-western Ohio it seems very desirable that the St. Grégoire boring should be continued till it reaches the Trenton limestone. The Ohio section shows the Medina only 80 feet thick with 305 feet of Clinton and Niagara on top, and at the base of the Medina there is a heavy flow of gas, as is the case at 640 feet deep, the base of the Medina, at St. Grégoire. Below this in Ohio are 430 feet of Hudson River strata and 275 feet of Utica shale, at the base of which, or a few feet lower in the Trenton limestone are, as above stated, the great petroleum and gas reservoirs.

An all important consideration in connection with the probable occurrence of these reservoirs is that of the geological structure of the district, and while for reasons in connection with this I have never had any faith in their occurrence on the north side of the St. Lawrence, I consider that the probability of such reservoirs existing on the south side, in the country between Lake St. Peter and St. Hyacinthe, is very great, especially along, or in proximity to, the central part of the line indicated by Sir W. E. Logan as the course of the Deschambault anticlinal.—Geol. of Canada, 1863, pp. 152, 205 and 272.

At St. Grégoire 550 feet of Hudson River strata have been penetrated. Between the Island of Orleans and the north shore of the St. Lawrence Sir W. E. Logan estimated the thickness of the Hudson and Utica at 2,000 and 300 feet respectively. Supposing them to be equally thick at St. Grégoire the boring would have to be continued 1,700 feet before reaching the Trenton limestone. A little north of St. Hilaire, on the Grand Trunk railway, however, the Trenton limestone would probably be reached at a much less depth, as the axis of the anticlinal gradually rises in that direction, and the upper measures of the Hudson River and the Medina are absent.

In any case the question may certainly be regarded as one of great importance in comparison with the small amount of money which would be required to thoroughly test it.

As regards the question of manufacturing industries in connection with natural gas as a fuel, however, I may quote the following remarks of Professor Lesley:†

"The facts in reference to natural gas wells, briefly given above, point to the conclusion that gas wells have their regular life, and that the quantity of gas is a limited amount. If a single well is down and yielding gas, the pressure will remain constant and the supply regular for many years, but as soon as new wells go down in the immediate vicinity the total gas supply is sooner or later exhausted and all the wells cease yielding gas.

"The necessary result of this would be that natural gas as a fuel for iron puddling

* The thickness of the Medina formation at the west end of Lake Ontario is given (Geol. of Canada, 1863, p 312) as 614 feet.

† Report L. 2nd, Geol. Survey of Pennsylvania, p. 171.

and other uses must be confined to the position of an economical adjunct to other fuels. That is, for works in all other respects well situated for successful iron working, with a cheap coal supply immediately available upon a temporary or permanent ceasing of the gas supply, this natural gas can be brought in as a fuel and used with heavy saving of cost. But it is highly improbable that it could ever pay to locate works simply on a gas supply in a position where without the gas the works could not be successfully run. It is therefore as an economical adjunct, and not as a main source of supply that this gas must be regarded."

In New Brunswick, work was continued during the past summer by Professor Bailey and Mr. McInnes, assisted by Mr. J. W. Bailey. Professor Bailey's attention was first directed to the examination of the country on the upper waters of the St. John River, with a view to determine the limits of the Silurian system in that direction and its relations to the so-called Quebec group supposed to underlie and flank it on the northern side. With this object in view, an attempt was made to ascend the valley of the St. John to the north-west branch, where only a short interval separates the St. John waters from those of the Etchemin River flowing to the St. Lawrence; owing, however, to the dry season and the consequent low state of the water it was found impossible to ascend further than the Seven Islands, and even this point was reached with difficulty, while the ascent of the Big Black and Little Black Rivers had to be abandoned.

Having obtained as much information as possible regarding the Silurian rocks in northern New Brunswick and in the adjacent portions of the province of Quebec and the state of Maine, it was considered advisable as a preliminary to the examination of the older rocks, hitherto known as the Quebec group, to obtain somewhat greater intimacy with the latter in the localities where they were first observed and where their typical features can be best studied.

For this purpose Professor Bailey visited Rimouski and Bic, and then carried his examination inland, till, at the village of St. Blondin, he not only found the western edge of the Silurian rocks, but that there, and in the adjacent Bois Brulé Mountains, the beds were highly fossiliferous, and from them considerable collections were made. He then visited Quebec, where Dr. Ells was engaged in similar work, and with him made a boat trip down the St. Lawrence, thus acquiring a familiarity with the rocks of the so-called Quebec group which would not otherwise have been possible, and which will greatly facilitate his further study of the similar formations in New Brunswick.

During the latter part of the season the cuttings recently made in constructing the Témiscouata railway were carefully examined, as was also the country in the vicinity of Temiscouata Lake. In the latter examination Professor Bailey was accompanied by Mr. Ami, who made a thorough exploration of the fossiliferous strata of Mount Wissick, Point aux Trembles and Lake Tuladie, and secured a number of interesting fossils, which must be critically examined before any precise correlation of the strata in which they occur can be made. The district was examined in 1849 by Sir W. E. Logan, and is described in the Geology of Canada, 1863, Chap. XVI, pp. 420–423, under the heading "Gaspé Series."

The attention of Mr. McInnes was devoted chiefly to making measurements and securing other data required for the completion of the quarter-sheet map, 17 N.E. of the New Brunswick series, on a scale of four miles to one inch. His observations extended also into the area, which will be included in the adjoining quarter-sheet, to the north. A micrometer survey was made of the north side of the St. John River from Edmundston to the mouth of the St. Francis, and of the St. Francis River and lakes, in all about 100 miles. The region to the east of the inter-provincial boundary, in Restigouche county, was examined by ascending the Green River and crossing by a portage of about seven miles to the Quatawamkedgewick, and thence by the Restigouche and Grand Rivers to the St. John. The whole of this region was found to be occupied by strata of Silurian age. Large areas of good land are

yet available for settlement in the valleys of these streams, along which there are many fine alluvial flats, with good soil on the uplands. About 250 miles of roads and streams, of which surveys were available, were traversed and examined during the season.

Mr. McInnes further reports that game, owing to the protection afforded it by law, is still fairly abundant in this region; that moose and cariboo are numerous, and that red deer have latterly been coming in in considerable numbers from the adjoining state of Maine.

During the first part of the season Mr. J. W. Bailey was occupied in making an examination of the St. Francis River and its tributaries from their sources along the line of the Temiscouata Portage road to the junction of the same stream with the St. John. He also made a detailed examination of Temiscouata, Boundary, and other lakes as to depth, physical peculiarities, &c. Subsequently he accompanied and assisted Professor Bailey during the remainder of the season.

Mr. McInnes left Ottawa for field work on the 5th of July, and returned on the 11th October. Professor Bailey was in the field from 12th July to the 21st September.

Cost of seasons exploration $1,024.61.

The geological features of this region will form the subject of a detailed report and map, which will be prepared when the observations have been studied, the fossils determined and the measurements plotted. Another season's work in the field will, however, probably be desirable before the report and map referred to are published.

Mr. R. Chalmers left Ottawa on the 12th of May for New Brunswick, to continue the examination and mapping of the surface deposits within the area embraced in the quarter-sheet maps Nos. 1 S.E. and 1 S.W., bordering the Bay of Fundy. In 1885 the area embraced in the quarter-sheet maps 3 S.E. and 3 S.W. was surveyed and the report and accompanying maps are published as Part M. of the Annual Report, 1886. During the season of 1886 Mr. Chalmers made a detailed examination of the surface deposits in north-eastern New Brunswick, in the area covered by the quarter-sheet maps 2 N.W. and 6 S.E. These latter, with the report referring to them, are now waiting to be printed. Each of these quarter-sheet maps covers an area of 3,456 square miles. Mr. Chalmers has, therefore, now examined, making allowance for water areas, about 20,000 square miles.

During the past season the work in the field was continued to the 14th December, the cost being $749.42.

Mr. Chalmers: "states that the mapping of the different superficial formations was carried out in greater detail this season than had hitherto been attempted, the more settled condition of the country affording better facilities for doing so. All the important mountains and hill features, as well as the forest covered tracts, will be delineated on the map as accurately as time and circumstances permit. The representation of the hills and ridges in western Charlotte seemed to be absolutely necessary to exhibit the character of the surface deposits. In the vicinity of St. Stephen and eastward these ridges were found to be capped with boulder-clay, while the valleys between them contain stratified materials.

"Observations with the aneroid barometer were regularly taken, based upon those of the meteorological stations at St. John and St. Andrew's, so that the heights in nearly every part of the area can be shown.

"The general character of the soil within the area under consideration is unfavorable to the successful prosecution of agriculture. Nevertheless, along all the river valleys, and more especially in western Charlotte, there are excellent, well-cultivated farms. The land is good enough anywhere when once cleared of boulders; but owing to their abundance the labor attending this is simply immense. At St. Andrew's there is a fine tract of land upon the Lower Carboniferous sandstones."

The maps and a full report will be prepared during the winter.

The explorations and surveys in Nova Scotia were conducted during the past summer, as heretofore, under the supervision of Mr. H Fletcher, who left Ottawa for the field with his associates, Mr. E. R. Faribault, Mr. J. A. Robert and Mr. McMillan, on the 5th July. Mr. Fletcher's attention was devoted to the survey and examination, in which he was assisted by Mr. Robert, of that portion of Pictou county which lies between West River and the country that is described in Part B of the Annual Report for 1886, recently published. Mr. Fletcher reports having secured the services of Mr. Donald Fraser, of Springville, to trace the outcrops of the iron ores of the East River, and to describe the various workings on them.

Besides coal and iron ore there are, within the area examined by Mr. Fletcher, workable deposits of gypsum, limestone, freestone, sand, brick clay and fire-clay. There is also a small deposit of bog-manganese in a brook at Glengarry.

The coal mines were not re-examined, but Mr. Fletcher states that "some alterations and some additions are now required in the map made by Sir W. E. Logan and Mr. Hartley, and published with the Report of Progress, Geological Survey, 1866–69.

"The iron ores of Pictou county, though not yet developed, must be regarded as next to the coal in economic importance. They are found at West River, Glengarry, Gairloch, Lorne, Bridgeville, Blanchard, Sutherland's and French Rivers, within a radius of seven miles and a half, and consist of limonite, red hematite, specular, spathic and bog ore, in such abundance, variety and purity as to astonish all visitors. The ores of the East River and Blanchard were worked sixty years ago, in a small way, by the General Mining Association. Since then much money has been expended to develop the mineral resources of the district. It presents greater facilities for manufacturing iron profitably than are to be found in any other part of the Dominion, and it offers a field in which the investment of capital, by a company having enterprise and skill, would almost certainly result in the establishment of extensive and remunerative mining and smelting works, for the production of nearly all the grades of iron that are now imported. Pictou county is as favorably situated as are the best ore producing districts of Pennsylvania. There is a large market in the Dominion, as is shown by the value—nearly fifteen million dollars in 1886—of the iron and steel in various forms annually imported, much of which might be made in the country, labor being plentiful and cheap.

"The iron ores are in veins and in beds, varying in thickness from mere threads to one hundred feet. They crop out on hills and in bluffs, and the mines could be worked and drained by an adit to a depth, in most cases, of 200 to 300 feet, so that for some time to come neither pumping nor hoisting machinery would be required.

"The limonite, which yields 65 per cent. of metallic iron, is associated with manganese in quantity, thus strongly resembling the limonites that are brought to England from Spain to be used in the manufacture of spiegeleisen, manganeisen and steel. The percentage of iron in the other ores is variable, but all are of workable richness. The Pictou coal is free from sulphur and yields a firm, excellent coke. Limestone for flux is in close proximity and can be quarried cheaply in any required quantity."

A short and easily constructed branch railway would connect all the mines and the works with the Intercolonial main line, which now passes the coal mines, to an excellent shipping port on Pictou Harbor.

Cost of seasons exploration $1,500.

Mineral Statistics.

Mr. Coste, Mining Engineer to the Geological Survey, has been engaged during the past year in collecting the material for, and in preparing a statistical report on the exports and imports and on the production of minerals in Canada in 1886, and, when the information was available, for some previous years also. This report, covering 85 pages, forms Part S of the Annual Report of the Geological Survey, Vol. II, new series 1886. It is also published separately and sold for twenty-five cents.

The articles relating to salt and silver were prepared by Mr. E. D. Ingall, Mining Geologist of this Branch.

Mr. Coste was ably assisted throughout by Mr. H. P. Brumell. He was further greatly aided, and the work was much lightened and expedited by the readiness evinced in all quarters to send in returns and answer enquiries, while but for the information afforded by the Department of Mines in British Columbia and by Mr. Gilpin, Chief Inspector of Mines in Nova Scotia, it would have been impossible to have completed the returns for those provinces.

Mr. Coste states that "about 2,000 forms and 400 letters were sent and 665 forms and 185 letters were returned. Plans of twenty different mines were secured and copied.

With a view to prepare for 1887 a more detailed and complete report on the mining resources and industries of the country than that now presented, the following places were visited during the summer by Mr. Coste in order to make personal examinations and enquiries:—

Port Arthur, Sudbury, Bristol Mine and places on the Kingston and Pembroke railway, Perth, Capelton and Montreal.

During these visits Mr. Coste observed "that in several districts the mining operations were being pushed with more vigor and success than during the previous year, especially in the Port Arthur silver district, along the Kingston and Pembroke railway line, at the Bristol iron mine, in the phosphate districts and at the Capelton copper mines. A wonderfully rich ore body was discovered in March of this year at the Beaver silver mine and in July was exposed in four different levels. Ninety to 100 tons of selected ore had been secured, which gave an average of $1,500 to the ton; 1,400 tons of rock, averaging by assay $40 per ton, had been treated in the mill and had been reduced to about fifty tons of concentrates, averaging by assay $1,000 per ton. On one day in July assays of the mill rock gave $85 and the concentrates $2,300 per ton.

In the district along the Kingston and Pembroke railway and at the Bristol iron mines Mr. Coste observed a marked "renewal of activity in the working of the iron mines by two strong companies."

"Some of the Canadian ores, it is true, contain a high percentage of sulphur, but so do the similar iron ores of New Jersey, in some instances as much as $\frac{3}{4}$ per cent., and yet these ores are mined in large quantity. In 1880, there were 112 mines being worked in New Jersey, which produced 739,369 tons of ore. An analysis of the average ore of the Sulphur Hill mine gave 2·527 per cent. of sulphur. This ore was used in the company's furnace at Chester, N.J., but was first roasted in Taylor's patent gas kilns, and it is stated that in a sample taken from 100 tons of the roasted ore only 0·786 per cent. of sulphur could be detected.*

These facts are given by Mr. Coste to show that there is no apparent reason why the same treatment could not be successfully applied to the sulphurous Canadian ores, and he states that the experiment is now being tried by the enterprising Ottawa capitalists who are working the Bristol mine, and who last summer erected two large Taylor-Langdon gas kilns to roast their ore before shipment. Should this prove successful it will probably lead to the further development of a number of large deposits of iron ore that have hitherto been neglected.

At the Capelton copper and sulphur mines some extensive new works were in progress both at the mines and near the railway station. At the latter, large new sulphuric acid works, nearly completed, and fitted with the best improvements, were being built by the present owners of the Albert, Hartford and Capel mines, Messrs. G. H. Nichols & Co., of New York. At the mine, also, extensive preparations for working on a larger scale were being made. These included the erection of a large crushing and concentrating plant, two new boilers, a pumping station three-quarters of a mile from the mine, a powerful hoisting engine, two air compressors and two shaft houses with corresponding well constructed skip roads. The old Albert, or present No. 1 shaft will also be repaired. It is now about 810 feet deep, and the vein is, on the whole, stronger in depth than it was nearer the surface. This is also the

*Tenth Census of the United States. Vol. XV, pp. 145-147.

case in the Crown mine, which is further west on the same vein, and continues in active operation, the shaft having now reached a depth of more than 1,500 feet. Nearly 44,000 tons of ore were exported from these two mines (Albert and Crown) to the United States in 1886. The ore is an argentiferous iron and copper pyrites, very similar to, but holding a larger percentage of both copper and silver than that of the celebrated Huelva district in Spain, whence 550,000 tons were exported to England in 1886, valued at a little more than one million sterling. *

The cupriferous pyrites of the Eastern Townships contains as much sulphur as the Spanish pyrites and is, as stated, richer in copper and silver. If it could be introduced into England at the same price, about ten dollars per ton, there seems no reason why it might not compete successfully with the Spanish ores, and thus lead to the development of other valuable mines in the Eastern Townships.

In the phosphate mining industry Mr. Coste states "there is a renewal of activity in the Ontario district, where two promising properties are being worked by Capt. Boyd Smith, and by the Anglo-Canadian Company. In Quebec, Ottawa county, the mines continue to be actively worked and the production this year will probably be greater than in 1886." The introduction of Canadian phosphate in the United States is likely to become an important feature of the industry and to afford a large and profitable market.

Some hesitation and distrust is still noticed among many of the phosphate miners. This arises from the often irregular nature of the deposits, and from an idea at one time somewhat prevalent that most of the deposits were mere surface pockets. In this respect, however, there is no reason for supposing that the deposits of phosphate differ from those of iron ore or of any of the other associated minerals, and thus while some of the deposits may be quickly exhausted, others will be permanent to the greatest depth to which mining operations can be profitably carried.

During the summer Mr. Brumell was requested by Mr. Coste to visit localities in the counties of Essex, Lambton and Brant, in Ontario. He also spent five weeks in New Brunswick, in King's, Queen's, Westmoreland, Charlotte, York, Sunbury and Northumberland counties.

Early in October he was sent to examine into a reported discovery of coal at Campbellford in Ontario. The report, as was well known it must, turned out to be unfounded, the country there being all occupied by the Trenton limestone formation.

On the 13th of Oct. M. Brumell went to Lake Temiscaming, but owing to the steamer on the lake being disabled was unable to effect anything or to visit the mines.

Field expenses of Messrs. Coste and Brumell $1,088.40.

Chemistry and Mineralogy.

The report furnished by Mr. Hoffmann on the work carried out in the chemical laboratory includes that in connection with the mineralogical section of the museum, to the arrangement of which much time and care has been devoted by Mr. Hoffmann, and as a number of new specimens has been added to the collections, considerable extension and re-arrangement of the cases has been necessary.

Mr. Hoffmann reports as follows:—

"The work carried out in the chemical laboratory during the past year may be said to have an almost exclusive economic character. It included:—

"I.—Analyses of numerous specimens of lignites, lignitic coals and coals from the North-West Territoriy and British Columbia. Of the coals examined from the last named province, three were from seams of considerable thickness, and proved to be of very superior quality.

"II.—Analyses of iron and copper ores.

"III.—Analyses of mineral waters.

* Mining Statistics of the United Kingdom, 1886.

"IV.—Gold and silver assays. The number of these assays made in the laboratory during the period above specified amounted to one hundred and forty-eight, and exceeds that of any previous year.

"V.—Miscellaneous examinations, embracing chromic iron ore, clay, &c., &c.

"In the last summary report of this section mention was omitted of the following additions to the list of minerals previously known to occur in Canada, viz., cookeite, uraninite, monazite and smaltite. They have, however, been fully referred to in Part T, Annual Report, 1886. The second mentioned, uraninite or pitch-blende, constitutes the principal ore of uranium, and is of economic importance, being employed in chemical operations, for painting on porcelain, and glass staining.

"The number of mineral specimens received for examination amounted to six hundred and ninety-eight, as compared with five hundred and forty-six for 1886, and three hundred and thirty-nine for 1885. A large proportion of these were brought by visitors desirous of obtaining information in regard to their economic value, and this was in most instances communicated in the course of a personal interview. In many cases, however, a more than cursory examination was called for, and the results were subsequently communicated by letter. Notwithstanding that correspondence has been as far as possible limited to the writing of only such letters as were absolutely necessary for the conveying of information in regard to the results of examination, analysis, assay, or economic value of mineral specimens, it shows a marked increase over that of preceding years. Altogether the time devoted to visitors and correspondence has been very considerable. The number of letters written amount to two hundred and seventy-seven, as compared with one hundred and seventy in 1885.

"The mineral specimens collected by Dr. G. M. Dawson in the Upper Yukon district are under examination, and the two mineral waters from Harrison Springs, B.C., collected by yourself will now shortly be submitted to analysis.

"Mr. F. D. Adams has, (with the exception of about three months and a-half during the summer, when he was engaged in field work in the counties of Montcalm and Joliette, in continuation of work commenced in the season of 1885) in the capacity of assistant chemist, rendered excellent service, amongst other work conducted by him being that of the analysis of the water of one of the principal thermal springs at Banff.

"Mr. E. B. Kenrick worked faithfully and diligently as junior assistant chemist up to the end of August, when he left to accept a professorship at St. John's College, Winnipeg. The position occupied by him has since been filled by Mr. R. A. A. Johnston, an earnest worker.

"In the mineralogical section of the museum some of the specimens have been replaced by better ones of the same kind, and one hundred and twenty-six new ones have been added. These include the following presentations:

Allan, W. A., Ottawa:—
Crystal of apatite from the Emerald mine, township of Buckingham, Ottawa county, Q. This crystal weighs five hundred and fifty pounds, and has a circumference of seventy-two and a half inches. It is supposed to be the largest crystal ever found in any country.
Muscovite, with inclusions of garnet, from the Villeneuve mica mine, Villeneuve, Ottawa county, Q.
Native silver from mining location R. 238, north of Atik Lake, west of White Fish Lake, Thunder Bay, Lake Superior, Ont.

Chisholm, Duncan, Salt Springs, N S.:—
Brick-clay and bricks from Salt Springs, Antigonish county, N. S.

Copeland, J. S., Merigonish, N. S.:—
Infusorial earth from Merigonish, Pictou county, N. S.

Daly, Thomas:—
Phlogopite, from the township of Portland, Ottawa county, Q.

Egan, H. L., Ottawa :—
Magnetite, from the township of Litchfield, Pontiac county, Q.

Haycock, E. B., Ottawa :—
Uraninite, from the township of Villeneuve, Ottawa county, Q.
Monazite, from the township of Villeneuve, Ottawa county, Q.

Hanks, Prof. H. G., 543, Clay street, San Francisco, Cal., U.S.
A fine specimen of the new anhydrous sulpho-carbonate of sodium, "hanksite"; also well-crystallized specimens of glauberite.

Keefer, T. A., Port Arthur, Ontario :—
Zinc blende, from the Zenith zinc mine, north shore of Lake Superior, Ont.

Lemieux, Joseph, Ottawa :—
Hematite from Iron Island, Lake Nipissing, Ont.

McCool, James, Mattawa, District of Nipissing, Ont.
Apatite, from the township of Ferries, district of Nipissing, Ont.

McDonald, R., & Sons, Arnprior, Ont.;—
Polished column and base of Arnprior marble, the stone having been taken from their quarry in the township of McNab, Renfrew county, Ont.

Mackenzie, Alexander, Montreal, Q. :—
Gold-bearing rock from the Crow's Nest mine, Guysborough county, N. S.

McLaurin, J., Templeton, Ottawa county, Q. :—
Phlogopite, from the township of Templeton, Ottawa county, Q.

McNeely, J. L., Carleton Place, Ont. :—
Hematite, from the township of Beckwith, Lanark county, Ont.
Copper pyrites from the township of Beckwith, Lanark county, Ont.

Moore, Isaac, Ottawa:—
Copper pyrites, from the south-east side of Straight Lake, district of Algoma, Ont.

Murphy, W. H., Ottawa :—
Zinc-blende from the township of Calumet, Pontiac county, Q.

Poole, H. S., Stellarton, N. S. :—
Carboniferous conglomerate carrying native gold, from Gay's River, Colchester, N.S.
Altered bitumen, from the *falls measures* immediately overlying the Acadia seam at Westville, Pictou county, N.S.
Anglesite, from the Big Dome Mine, Arizona.

Shea, Dennis, Bryson, Pontiac county, Q. :—
Zinc-blende, from the township of Calumet, Pontiac county, Q.

Toronto Stone Company, Toronto :—
A dressed cube of the dolomite from Pelée Island, Lake Erie, Ont.

Van Horne, W. C., V. P. Canadian Pacific Railway, Montreal :—
Copper pyrites, from Sudbury, district of Nipissing, Ont.

Wild, General E. A., Port Arthur, Ont.
Silver glance, from the Rabbit Mountain mine, Thunder Bay, Lake Superior, Ont.

Wright, G. B., Victoria, B. C. :—
Silver ore from four different claims, Illecillewaet, Selkirk Range, B.C.

"Mr. R. L. Broadbent was for the space of eight months engaged in the prosecution of the work of permanent labelling of specimens in the mineral collection, re-adjusting the contents of some of the cases, and the maintaining of the same in an orderly condition. During the remaining months he was occupied in writing labels, under the direction of Mr. Whiteaves, for the biological section of the museum.

Mr. C. W. Willimott has labelled and catalogued a large number of the specimens which are exhibited in the yard of the museum. These specimens consist, in part, of such as cannot by reason of their size or nature, be accommodated in the museum, and of others, such as building stones, &c., upon which it is desired to ascertain the action of atmospheric influences. He has also been occupied in making up mineral and rock collections for various educational institutons, &c.

" Collections of this description have been forwarded to :—

	Specimens.
Depart. de Olras Publicas Republica Argentina, for exchange..	119
James Edmunds, London, England	42
St. Joseph Philosphical and Theological Seminary	105
Halifax Teachers Class and Halifax Academy	105
Professor J. G. Bonney, London, England	41
Captain Douglas.	4
Canadian Pacific Railway (for exhibition at the Liverpool Exhibition)	75
Professor H. A. Ward of Rochester, N. Y. (in exchange for specimens required for the museum)	81
	533

" Collections for the following will be ready in a few days :—

	Specimens.
J. C. Tremblay, Chicoutimi	115
High School Board, Aylmer	115
University of St. Joseph, Memramcook, N.S.	115
Christian Brothers training school, Clonmel, Ireland	115
St. John's College, Winnipeg	115
Canadian Institute, Toronto	115
	1,223

" Collections for the following have yet to be made up :—
W. Smith, Land and Works Department, B.C.
Royal Military College, Kingston, Ont.
College Bourget, Rigaud, P. Q.

" In the course of the summer Mr. Willimott visited the townships of North Burgess Ramsay, Darling, and Ross in Ontario, and Oxford, Chatham, Grenville, Villeneuve, Wakefield, and Hull, in the province of Quebec, for the purpose of procuring certain mineral specimens required for the making up of collections for educational purposes. Whilst so engaged he collected many specimens superior to those already in the museum collection, which they will replace, and in addition some other highly interesting ones, such as tourmaline in various stages of alteration, a mineral which may prove to be lepidolite, as also specimens of the monazite and uraninite of which mention was made at the commencement of this report."

Palæontology and Zoology.

In this division Mr. Whiteaves reports as follows :—" The illustrated synopsis of the fossils of the Hamilton Formation of Ontario, with descriptions of some new species, to which reference was made in the Summary Report of last year, has been published and distributed. The fossils collected by Dr. G. M. Dawson in 1885 from the Mesozoic rocks of the northern part of Vancouver Island and adjacent coasts have been studied, and a critical list of the species, with descriptions of such as are believed to be new, has been prepared and published as an appendix to Dr. Dawson's report on

the geology of that district. An interesting series of fossils collected by Mr. J. B. Tyrrell in 1885 and 1886 from the Cretaceous and Laramie deposits of the valleys of the Saskatchewan and its tributaries has also been studied, and a similar list of species, with descriptions of several new forms, has been printed as an appendix to Mr. Tyrrell's report on Northern Alberta. A paper descriptive of the whole of the fossils at present in the Museum of the Survey from the Triassic rocks of British Columbia has been written during the year, but its publication has been deferred in consequence of the recent receipt from Mr. McConnell of some additional species collected by him during the summer from deposits on the Liard River which are evidently of Triassic age, a description of these species being deemed essential to the completeness of this presentation of the subject. The generic and specific affinities of these fossils from the Liard River, however, have been for the most part ascertained, as have those also of a small but remarkable assemblage of species recently collected by Dr. Dawson from the Cretaceous rocks of the Lewis River, a tributary of the Yukon. A preliminary examination has been made of a series of Cretaceous and other fossils obtained during the year by Mr. Tyrrell from the Duck and Riding Mountains in northern Manitoba.

"Considerable alterations and improvements have been made in the upper flat of the museum. The more important of these consist of the construction of six large new upright wall cases, three for the reception of fossils, two for recent shells, and one for birds. One of these new wall cases is now filled with the remains of vertebrata from the Post Tertiary and Tertiary deposits of Canada, which have been skillfully re-arranged by Mr. T. C. Weston. To this series an important addition has been made during the year in the shape of a lower jaw, with several vertebræ, ribs and limb bones of a *Mastodon*, which was discovered some years ago in a peat bog near Woodstock, Ont. In two of the other new wall cases the larger fossils of the Carboniferous and Permo-Carboniferous rocks of the Lower Provinces are now displayed to much better advantage than heretofore, these specimens also having been judiciously re-arranged by Mr. Weston. Two others have been devoted to the exhibition of a number of recent shells, of large and comparatively large size, many of which have been recently acquired by exchange. The whole of the shells in these new cases, and in another of similar size, have been neatly labelled by Mr. R. Broadbent, under Mr. Whiteaves' directions, the number of labels required for this purpose being 377. Mr. Broadbent, who has worked in this department for four months, has also labelled each specimen in the extensive series of recent mollusca from the Pacific coast of Canada now in the museum, so that the duplicates can be more readily distributed to educational institutions, and has placed upon exhibition in the cases a number of additional specimens. The last of the five new cases now contains 112 specimens of Canadian birds belonging to the family Oscinæ, very few of which had previously been exhibited.

"On the 31st of December, 1886, there were 44 mounted specimens of Canadian mammals and 142 of Canadian birds on exhibition in the museum. On the 23rd of December, 1887, the number of mounted specimens on exhibition was, mammals, 82, (including a fine example of a puma shot in August last near Victoria, Vancouver Island); and birds, 352; many of which have been set up by Mr. Herring during the year. To most of these specimens a provisional label has been attached.

"The number of letters written is a little over 200; and for rather more than three months, in the absence of the Director on field work, the duties of Acting Director, as on several former occasions, have devolved on Mr. Whiteaves.

Mr. Weston reports that since the 30th of December, 1886, he has spent about three months in arranging, cataloguing and labelling several hundred ethnological specimens. He has also prepared about 150 microscopic sections of rocks from various formations. Between 13th June and 17th September, 56 days were devoted by him to field work and to the examination of many fossil localities between Cape Rosier and Point Lévis. In this exploration Mr. Weston was assisted by Mr. L. M. Lambe. A few days were subsequently spent in collecting fossils at Grimsby, Ont. Through the kindness of Mr. R. Thompson, of Grimsby, an unusually fine example of

Arthrophycus (or *Harlania*) *Harlani* was secured for the museum. The rest of Mr. Weston's time has been occupied in museum work in the palæontological department.

Mr. H. M. Ami reports that during the earlier portion of the past year he was engaged in determining, classifying and labelling the large series of Silurian fossils collected by Mr. Weston in 1886, at various localities on the Arisaig shore, at Cape George and at Lochaber Lake, and in Antigonish county, N. S., from rocks which range in age from the Medina to the Lower Helderberg. He has also determined the Graptolites collected by Dr. Selwyn at Matane and has helped Mr. Whiteaves in the examination of some Devonian fossils from Western Ontario. He has prepared systematic lists of labels, which have since been printed, for the fossils of the Hamilton Formation of Ontario enumerated in Mr. Whiteaves' "Contributions to Canadian Palæontology," Vol. 1, part 2, and for the graptolites of the Lévis Formation. Collections from the duplicates in the museum have been selected and labelled by him and sent to the following institutions or persons :—(1) To Laval University, Quebec, fossils; (2) to Mr. W. B. Clark, of Johns Hopkins University, Baltimore, fossils, in exchange for other specimens; and (3) to the Rev. Hector Currie, of Thedford, Ont., recent shells in exchange for Devonian fossils. Small collections, for special purposes, have also been forwarded for examination to Messrs. G. F. Matthew, E. O. Ulrich and C. D. Walcott. During the month of September and part of October, Mr. Ami was engaged in assisting Dr. Ells and Professor Bailey in their field explorations of various parts of the province of Quebec, by collecting fossils with a view to ascertain the exact geological horizon of the rocks from which they were obtained. Since his return from the field he has examined the somewhat extensive collections of Natural History specimens of various kinds which Mr. D. N. St. Cyr brought to Ottawa for identification, on behalf of the Quebec Government. These collections are intended to form the nucleus of a museum in connection with the Department of Instruction at Quebec, and consist of a large series of Canadian fossils, mostly from the province of Quebec, and numerous species of marine, land and fresh water shells, with other invertebrata, from the gulf or valley of the St. Lawrence, exotic shells and the like. These collections have since been named, labelled and catalogued by Mr. Ami, under the supervision of Mr. Whiteaves, and duly forwarded to Quebec.

As in previous years, the whole of the drawings required for the illustration of palæontological reports have been carefully and skilfully prepared by Mr. L. M. Lambe

The following collections have been received during the year from members of the staff or from gentlemen engaged in the work of the Survey :—

Dr. A. R. C. Selwyn :—
- About 60 specimens of graptolites from the shales of the Lévis formation at Matane, Q.

Dr. R. Bell :—
- About 250 specimens of fossils from the Silurian rocks of Lake Temiscaming.
- One skin of a black hare from Paish-ko-tchagami Lake.
- About 120 specimens of coleoptera and 50 of lepidoptera from the Upper Ottawa region, extending from Temagami Lake and the Montreal River to the source of the Ottawa River, due north of Ottawa.
- One Star-nosed Mole (*Condylura cristata*) from Ottawa.
- One Jumping Mouse (*Zapus hudsonius*) from the Albany River.

Dr. G. M. Dawson :—
- One Field Mouse (*Arvicola riparia*) from Finlayson Lake, Liard River, N.W.T.
- One Red Squirrel (*Sciurus Hudsonicus*) from the Yukon River at the confluence of the Lewis and Pelly.
- One Northern Flying Squirel (*Sciuropterus volucella* var. *Hudsonicus*) from Chilkoot Inlet.
- One Spotted Sandpiper (*Actitis macularia*) from the Cassiar district, B.C.

One Northern Pacific Kittiwake (*Rissa tridactyla, pollicaris*) from Frances Lake, N.W.T.
A small series of fresh water shells, including some remarkable varieties of *Limnæa ampla*, from Frances and Finlayson lakes and the Lewis River.
Several specimens of graptolites from the presumably Cambro-Silurian shales of the Dease River, and thirty-five specimens of fossils from the Cretaceous rocks of the Lewis River.

Dr. R. W. Ells :—
A series of about 50 specimens of fossils from the Lévis Formation at various localities in the province of Quebec.

Dr. R. W. Ells and H. M. Ami :—
Forty specimens of fossils from the Chaudière River, Q., near the railway bridge.
Twenty specimens of fossils from the Hudson River formation near St. Nicholas, Q.
About twenty specimens of fossils from Point Lévis and South Quebec.
Several fossils from Champlain Street, and foot of Citadel Hill, Quebec.
About twenty fossils from the Montmorency River, and the same number from Bois Brûlé and St. Blondin, Q.

Prof. John Macoun :—
Fifty-six species of birds, represented by 90 skins, and two mammals, from Vancouver Island; also a large number of marine shells and other invertebrata, and of land and fresh water shells, from the same locality.

R. G. McConnell :—
An interesting series of fossils from the Triassic and Cretaceous rocks of the Liard River.

J. B. Tyrell and D. B. Dowling :—
450 specimens of Cretaceous fossils, twenty-four of butterflies and three of mammals from Duck and Riding Mountains, in northern Manitoba.

Professor L. W. Bailey :—
Fossils from the Beccaguimic River, N. B., from various places around Lake Temiscouata, Q., and from Bois Brulé and St. Blondin, Q.

T. C. Weston :—
About 1,000 specimens of fossils collected at various localities between Cape Rosier and Point Lévis, Q, and about 300 specimens of forty species of Niagara fossils from Grimsby, Ont.

H. M. Ami :—
Collections of fossils from Pointe aux Trembles, Mount Wissick, Tuladi River, Tuladi Lake and other places near Lake Temiscouata.

W. McInnes :—
Silurian fossils from rocks south of Rimouski, Q.

H. P. Brumell :—
Five specimens of fossiliferous Trenton limestone from Campbellford, Ont.

The additions to these departments of the museum, by presentation and purchase, are as follows :—

By Presentation :

Charles E. Fish, St. John, N. B. :—
Specimen of *Lepidodendron Sternbergii*, from the Millstone-grit of Newcastle, N. B.

J. W. Tyrrell, Weston, Ont.:—
One female "Blue" Fox, *Vulpes lagopus*, var. *fuliginosus* (trapped January 12th, 1886); one Arctic Fox, *Vulpes lagopus*, in winter coat; one Ringed Seal, *Phoca fœtida*, (something under a week old); two Hudson's Bay Lemmings, *Cuniculus torquatus*; one Polar Hare, *Lepus timidus*, var. *arcticus*, in winter coat; all from Ashe Inlet, Hudson's Strait.

G. Seifert, Fabrique St., Quebec:—
Three specimens of the Fresh-water Pearl mussel (*Margaritana margaritifera*) with a number of pearls from the same species.

W. F. Whitcher, Ottawa:—
Skin of Kit Fox (*Vulpes velox*) from Antelope Lake, Assiniboia.

ProfessorE. Hull, Director Geological Survey of Ireland, Dublin:—
Two specimens of *Oldhamia antiqua* from Carrick Mountain, Wicklow, and two of *Oldhamia radiata* from Bray Head, Wicklow.

H. Bartlett, Ottawa:—
Specimen of an Osprey (*Pandion haliœtus carolinensis*) shot on the Rideau River near Ottawa.

W. P. Lett, Ottawa:—
One Sora Rail (*Porzana Carolina*) also shot on the Rideau River near Ottawa.

Sir William Dawson, C.M.G., &c.:—
Specimen of *Flustra serrulata*, Busk, from Murray Bay.

T. G. White, Ottawa:—
Four specimens of Wilson's Meadow Mouse (*Arvicola riparia*) from near Ottawa.

W. J. Baylay, New Edinburgh:—
One adult female of the Marsh Harrier (*Circus Hudsonicus*) shot at Britannia Bay, near Ottawa.

D. N. St. Cyr, Department of Public Instruction, Quebec:—
One young Harp Seal (*Phoca Groenlandica*) apparently about five or six weeks old.
Specimen of *Hippopus maculatus*.

H. L. Poole, Manager Acadia Coal Mines, Stellarton, N.B:—
Fine specimen of *Lepidodendron personatum* from the coal measures at Westville, Pictou Co., N.S.

Percy Woodworth, Kentville, N. S.:—
Six specimens of insects and two fœtal mice, from Digges Island, Hudson's Bay.

W. F. MacKay, Fort Albany, James' Bay:—
Three specimens of birds from the Albany district.

By Purchase:—

Head of adult Bull-walrus (*Odobœnus rosmarus*) and skin of a White Wolf (*Canis lupus*, var.), both from Ashe's Inlet, Hudson's Strait. The walrus was shot on the 10th of April, 1886, was eleven feet long and weighed about 25,000 lbs. The white wolf was shot by an Eskimo in the winter of 1885-86, about 30 miles north of Ashe Inlet, or in Lat. 63° N., and Long. 71° 30 W.

Underjaw (with two teeth in place) vertebræ, ribs and limb-bones of *Mastodon* found in 1871 in a peat bog near Woodstock, Ont.

Specimen of an adult female Puma (*Felis concolor*) shot in August, 1887, near Victoria, V. I.
One Red Fox (*Vulpes vulgaris*).
One Kit Fox (*Vulpes velox*) from near Calgary, N.W.T.
One young Whooping Crane (*Grus Americana*) and one adult Franklin's Gull (*LarusFranklini*) both from Manitoba.
Remarkable colour variety of the Rough-legged Buzzard (*Archibuteo lagopus*) shot near Ottawa.

Botany.

On the work in this section during the year, Professor Macoun reports as follows:—"In January, February and March, I was occupied with correspondence and in examining and classifying a very large quantity of miscellaneous cryptogamic matter.

"My results have since been submitted to specialists and their partial reports are now in my hands.

"The collection of Canadian Fungi, upwards of 600 species, now in the Museum has been named by Mr. J. B. Ellis, of Newfield, N.J.

"Dr. Nils Conrad Kindberg, of Lusköping, Sweden, has examined the mosses, and has confirmed, or corrected my determination, and the list of Canadian mosses has been increased to nearly 600 species, many of them new, not only to Canada, but to science. The Hepaticæ or Liverworts are difficult to determine, but good progress is being made in this work. More than 100 species are now in the hands of Mr. Pearson, of Manchester, who is the highest authority in England on this class of plants.

"On the 8th of April I left Ottawa for Vancouver Island, arriving there on the 15th. From that time to the end of August I was occupied in collecting specimens of the flora of the island and in determining the distribution of its forest trees and the character of its soil as indicated by the vegetation.

"My researches extended from Victoria to Comox on the east coast, with frequent excursions to points in the interior. Crossing from Qualicum to Alberni I went in a canoe to Cape Beall on the outer coast. The islands in Barclay Sound were examined, and in prosecuting the examination of the country inland the following mountains were ascended:—

	Feet.
Mt. Erskine on Salt Spring Island	1,275
Mt. Finlayson near Goldstream, Vancouver Island	1,350
Mt. Benson at Nanaimo	3,363
Mt. Prevost at Somenos	2,700
Mt. Arrowsmith near Qualicum	5,976
Mt. Mark at Horne Lake	3,080

Fifteen hundred species of plants were collected.

Since my return in September I have been fully occupied sorting and determining the specimens collected during the summer, and in writing the fourth part of the Catalogue of Canadian Plants, a portion of which is now passing through the press.

During the year 1886-87 there were placed in the Herbarium 4,305 sheets of specimens, as follows:

Canadian	752
American	1,807
European	750
Cryptogams	996
	4,305

From the herbarium 5,905 sheets of duplicate specimens were distributed either to individuals in exchange for specimens received, or to scientific institutions. Among the latter were the British Museum, McGill and Queen's Colleges in Canada, and the Harvard University herbarium in the United States.

Dr. Dawsonhas brought back from his last summer's field of labor on the Upper Yukon a valuable and interesting collection of plants, and although but a cursory examination has been made of them, they show conclusively that the summer climate there is neither cold nor wet.

Mr. J. A. Macoun acts as botanical assistant during the winter and takes care of the herbarium, while during the summer he accompanies one or other of the exploring parties in the field, taking every opportunity to make botanical and zoological observations and collections. Besides the botanical work here recorded, Professor Macoun made valuable zoological collections during the summer which are referred in the report on that section by Mr. Whiteaves.

MAPS.

British Columbia.—The map of the western part of Vancouver Island and adjacent coast, scale eight miles to one inch, has been published with Part B of the Annual Report, 1886.

Mr. Bowman during the year has completed the following maps and plans:—

	Area in Square Miles.
1. Revised map of the southern interior of British Columbia, scale eight miles to one inch.....	28,914
2. Map of Cariboo district, scale two miles to one inch, about	2,720
3. Plans of eleven creeks showing placer mines and quartz ledges and embracing together about 249½ square miles, as follows:—	
(1.) Little Snowshoe and Keithley Creeks, scale 2½ inches to 1 mile.....	54
(2.) Sugar, Hardscrabble and Slough Creeks, 3 inches to 1 mile.....	49
(3.) Antler Creek, scale (about) 26 chains to 1 inch.....	38
(4.) Cunningham Creek do 27½ do do	34
(5.) Lightning Creek do 400 feet do	17
(6.) Grouse Creek, scale do 25 chains do	14
(7.) Island Mountain and Mosquito Creek, scale (about) 480 feet to 1 inch.....	3⅓
(8.) Harvey Creek, scale (about) 19 chains to 1 inch.....	3⅙
(9.) Williams Creek, scale do 400 feet do	12
(10.) Hixon Creek, scale 2½ inches to 1 mile.....	24
(11.) do do about 10 chains to an inch.....	¾

North West Territory.—Mr. J. B. Tyrell's map of the country between the Upper Bow and the North Saskatchewan Rivers is engraved and accompanies Part J., Annual Report, 1886; scale 8 miles to 1 inch; area 45,000 square miles.

Manitoba and Western Ontario.—The map of the Lake of the Woods to illustrate Mr. Lawson's report on that region was published early in the year; scale 2 miles to 1 inch; area 3,456 square miles.

Mr. E. D. Ingall's map of Silver Mountain and vicinity is engraved; scale 20 chains to 1 inch; area 45 square miles. Also sketch map of Thunder Bay mining region; scale 4 miles to 1 inch; area 3,000 square miles.

Mr. Cochrane has continued the revision of sheet 115 in the field from 17th July to the 2nd September, having examined and corrected about 250 square miles. Copies were made of about 55 miles of the plans of the Wellington, Grey and Bruce railway; scale 200 feet to 1 inch.

Mr. Coste has a plan of the townships of Madoc and Marmora, county of Hastings, ready for publication. Scale 2 miles to one inch.

For two weeks during the summer Mr. Barlow was engaged surveying roads, range lines, &c., to aid in the compilation of the map of Carleton county. Scale 4 miles to one inch.

Quebec.—The south east ¼ of the Eastern Townships map is completed and will accompany Part J Annual Report, 1886. Scale 4 miles to one inch. Area 4,500 square miles.

Professor Bailey and Mr. McInnes are working on ¼ sheets, 17 N E.and 18 S.E. The map of Ottawa and Pontiac counties remains as last reported.

New Brunswick. ¼ sheet, No. 2, N.W., has been published. Scale 4 miles to one inch. Area 1,512 square miles.

Nova Scotia. ¼ sheets, No. 4 N.E. and 4 S.E. are being drawn.

LIBRARY.

Dr. Thorburn reports that 5,075 copies of the various publications of the Survey were distributed during the year, including Annual Reports, special reports and maps. Of these 3,980 were distributed in Canada, the remainder were sent as exchanges to scientific and literary institutions and individuals in the United States, South America, Europe, India, China, Japan, Australia, &c.

The number of reports in French sent out was 563.

There were received as exchange during the past year 1,027 publications, including reports, transactions, proceedings, memoirs, periodicals, pamphlets, and maps.

There were added to the Library during the year 82 publications by purchase, besides 37 scientific magazines and periodicals on geological, mineralogical and natural history subjects subscribed for.

The number of volumes bound was 281.

The letters received in connection with matters relating to the Library and the distribution of the geological publications were 1,211, whereas those sent out during the same period were 1,315.

VISITORS.

The number of visitors to the Museum during the year from the 1st of January to the 31st of December was 17,575 or three thousand more than in any previous year.

STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The strength of the staff at present employed is 53, viz., professional 36, ordinary 17.

During the calendar year the following appointments were made to the permanent staff:—

Mr. Eugène Coste, Mining Engineer.
Mr. Amos Bowman, Field Geologist.
Mr. A. C. Lawson, do

The amount available for the fiscal year ended 30th June, 1887, was:—

Civil-list salaries, appropriation	$40,650 00
General purposes do	56,995 32
	$97,645 32

The expenditure may be summarized under the divisions named as follows:—

Civil-list salaries	$38,450 00
Wages, temporary employés	19,765 88
Exploration and survey	19,144 58
Indian and Colonial Exhibition	5,700 83
Printing and lithography	11,389 02
Purchase of specimens	865 05
Purchase and binding of books and purchase of instruments	525 83
Laboratory apparatus and chemicals	89 06
Stationery, mapping material and Queen's Printer	1,087 21
Incidental and other expenses	2,286 47
	$99,303 93
Less paid in 1886	8,837 48
	$90,466 45
Advance to field explorers and others on account 1887-88	3,930 44
Unexpended balance civil-list appropriation	2,200 00
Unexpended balance of contingency appropriation	1,048 43
	$97,645.32

The correspondence of the branch shows a total of 8,489 letters sent, and 5,505 received, from 1st January to 31st December, 1887.

I have the honor to be, Sir,

Your obedient servant,

ALFRED R. C. SELWYN,
Director.

PART IV.

NORTH-WEST TERRITORIES.

PART IV.

REPORT CONCERNING THE ADMINISTRATION OF THE NORTH-WEST TERRITORIES FOR THE YEAR 1887.

GOVERNMENT HOUSE,
REGINA, 31st December, 1887.

To the Honorable
The Minister of the Interior, Ottawa.

SIR,—It is with great satisfaction that I am able to report a marked progress in the Territories since I had the honor of submitting to you my last annual report.

The grain crop throughout the country has been the best for many years. This has been a great encouragement to the settlers and has given an impetus to every class of business. I attribute the good crop in a great measure to a more careful system of farming; and, as the country is better understood, as well as the working of the soils, which vary in the different localities, I believe a failure of crops will become unknown.

The agricultural exhibitions held during the year were some twenty in number. Through the active interest taken by Mr. Perley, M.P. for Eastern Assiniboia, arrangements were made whereby representatives of the eastern press attended the exhibitions held along the line of railway. The reports, which have been published from time to time in the papers they represented, have already informed you of the wonderful display of products which were exhibited. Not only was there an exceptionally fine show of grain and roots, but a marked improvement was apparent in the grade of horses, cattle, sheep, pigs and poultry.

Although it cannot be said that many industries of magnitude have as yet been started in the Territories, it is evident that, before many years are past, we shall be able to report much progress in this respect. Already the flour milling industry is attaining large proportions and, while large shipments are being made to the east, it now controls the western markets, with a strong probability of a very extensive trade being opened up with China and Japan; good quality of brick is being made at almost every important centre; considerable sums of money have been invested in hop beer breweries and mineral and soda water manufactories; large saw and planing mills are being worked, and others established in the mountains; while minerals are only just beginning to attract the attention of capitalists.

I am convinced that there are very favorable openings for woollen mills, tanneries, and beef and pork packing establishments, and I cannot see why, in the western portion of the Territories, railway car shops should not be established, as the different classes of wood used in their construction are manufactured in the mountains.

The completion of the new hotel at the Rocky Mountains Park will, I have no doubt, attract a large number of visitors from all parts of the world; and it has suggested itself to me that if a Territorial Museum were established at that point, where exhibits of all territorial products and a collection of the various animals, of which there are such a variety in the mountains, might be seen, another feature of interest, in addition to its already numerous attractions, would be given to the Park.

If at such an institution reliable information could also be obtained of the wealth lying hidden in the neighboring mountains, a great impetus would, I think, be given towards the development of our quartz mining.

SESSION OF COUNCIL.

The Council of the North-West Territories opened on the 14th October and closed on the 19th November.

The members composing it were:—

Nominated Members.

Honorable Mr. Justice Hugh Richardson.
Honorable Mr. Justice James F. Macleod, C.M.G.
Honorable Mr. Justice Charles B. Rouleau.
Paschal Breland, Esquire.
Lieut.-Col. Achison G. Irvine.
Hayter Reed, Esquire.

Elected Members.

James H Ross,	representing electoral district of	Moose Jaw.
John G. Turriff	do	Moose Mountain.
Spencer A. Bedford	do	Moosomin.
Dr. Herbert C. Wilson	do	Edmonton.
Charles Marshallsay	do	Whitewood.
Samuel Cunningham	do	St. Albert.
Owen Hughes	do	Prince Albert.
David F. Jelly	do	Regina.
John Secord	do	do
John D. Lauder	do	Calgary.
Hugh S. Cayley	do	do
Robert Crawford	do	Qu'Appelle.
William Sutherland	do	do
Frederick W. G. Haultain	do	Macleod.

I deeply regret to have to add that Mr. Charles Marshallsay, who represented the District of Whitewood, and was a most able and valued member of the Council, died during the Session.

Legislation.

The following Ordinances were passed during the above Session of Council, namely:—

No. 1. An Ordinance to legalize By-law No. 61 of the Municipality of the Town of Calgary, passed 10th November, 1887.

No. 2. An Ordinance respecting Schools, passed 18th November, 1887.

No. 3. An Ordinance to amend Ordinance No. 2 of 1886, respecting the Administration of Civil Justice.

No. 4. An Ordinance respecting the fees of Counsel, Advocates and Clerks in matters of *Certiorari* and appeals from convictions.

No. 5. An Ordinance respecting the office of Sheriff.

No. 6. An Ordinance to amend and extend "The Interpretation Ordinance."

No. 7. An Ordinance to amend and consolidate as amended Ordinance No. 5 of 1881, intituled: "An Ordinance respecting Mortgages and sales of Personal Property.

No. 8. An Ordinance respecting Agricultural Societies in the North-West Territories.

No. 9. An Ordinance to amend Ordinance No. 3 of 1886, intituled: "The Companies' Ordinance."

No. 10. An Ordinance to amend and consolidate as amended "The marking of Stock Ordinance, 1884."

No. 11. An Ordinance to amend and consolidate as amended the several Ordinances for the protection of Game.

No. 12. An Ordinance respecting Statute Labor Districts.

No. 13. An Ordinance to amend the Municipal Ordinance of 1885, and also Ordinance No. 7 of 1886.

No. 14. An Ordinance to prevent the Pollution of running Streams.

No. 15. An Ordinance to amend and consolidate as amended the several Ordinances respecting Bulls.

No. 16. An Ordinance to amend Ordinance No. 10 of 1885, intituled: "An Ordinance respecting the Legal Profession."

No. 17. An Ordinance to amend and consolidate as amended the several Ordinances respecting Prairie and Forest Fires.

No. 18. An Ordinance to amend and consolidate the several Ordinances respecting Poisons.

No. 19. An Ordinance to repeal Sub-sections one, two, and five, of Section 29, of Ordinance No. 9 of 1886.

No. 20. An Ordinance to repeal Ordinance No. 22 of 1884.

No. 21. An Ordinance to amend Ordinance No. 21 of 1886.

No. 22. An Ordinance to legalize a certain By-law of the Municipality of Wolseley.

No. 23. An Ordinance to incorporate the Calgary Gas and Water Works Company (Limited).

No. 24. An Ordinance to incorporate a General Hospital at McLeod.

No. 25. An Ordinance to incorporate the Town of Moosomin.

As will be noticed, most of the Ordinances passed this year amend and consolidate previous legislation. Of these the most important is that referring to schools, of which special mention is made hereafter. Ordinance No. 12, respecting statute labor districts, introduces new and practical legislation in the Territories, and will, it is hoped, prove of considerable importance. Under its provisions, districts may be formed outside of existing municipalities wherein a simple and economical system of taxation may be enforced, the proceeds to be employed under the supervision of an overseer, for public improvements on roads and highways.

Form of Government.

During the sitting of the Council a memorial was adopted, recommending that a purely representative form of government take the place of our present Council. I think it my duty to inform you that my information from the several scattered centres of population in the Territories does not indicate that such is the general feeling of the people. A strong fear is expressed that the establishment of a purely representative form of government will lead to direct taxation, and thus impose on the settlers burdens which they are at present unable to bear.

Municipalities.

No new municipalities have been organized during the year; while, of the eight corporations which are in existence in the Territories, six are in Assiniboia, one in Saskatchewan, and one in Alberta. Four have made returns this year, and taking the returns of 1886 for the four others, there appears to be an aggregate taxation in these eight municipalities of $53,932.07, on a total valuation of real and personal property of $5,640,307.00, or about 9·5 mills on the dollar. This rate is greater in the case of urban municipalities than in rural, the average rate for the former being 13·40 mills on the dollar, and that for the latter, 6·57 mills. The total liabilities, including debenture indebtedness, are given at $96,505.05, of which urban amounts to $42,500.00 and rural. $54,005.05. 11·22 per cent. of amount of taxes imposed is absorbed in salaries. The area comprised in the four rural municipalities is 1,704,960 acres; and in the four urban municipalities about 6,000 acres.

Schools.

I am pleased to be able again to report an increase in the number of schools in the Territories.

There are now 106 Protestant Public, 4 Public, 17 Roman Catholic Public and 6 Roman Catholic Separate Schools organized, in all 133 schools. At the same date last year there were 93 schools, which shows an increase of 40 schools during the year.

Of the total number 86 Protestant, 3 Public and 20 Roman Catholic Schools were in operation during last summer term, with an attendance of 2,747, 80 and 716 pupils respectively, a total of 109 schools with 3,543 pupils, as compared with 76 schools in operation with 2,553 pupils last year, which shows an increase of 33 schools and 990 pupils during the year.

Several petitions are now pending for new school districts, and very frequent enquiries are received from various parts of the country with reference to the formation of new districts, so I estimate that during next summer term we will have about 150 schools in operation, with an attendance of from 4,100 to 4,400 pupils.

At the late session of my Council the School Ordinances of 1885 and 1886 were consolidated and amended.

A change was made in the constitution of the Board of Education with regard to the system of examining and granting certificates to teachers, and also in many other details affecting the conduct of schools and the working of the Ordinance. The grant on account of teachers holding provisional certificates was reduced to $200, as it was felt that the grants in aid of schools were liberal, and that some effort should be made to induce trustees to engage only properly trained teachers.

The following gentlemen were appointed to constitute the Board of Education :—

Protestant Section: The Right Rev. W. C. Pinkham, D.D., Bishop of Saskatchewan; the Honorable E. L. Wetmore; Rev. Andrew B. Baird; B.D.; Rev. John McLean, M.A.; John Secord, Esq., barrister.

Roman Catholic Section: The Hon. C. B. Rouleau, Rev. H. Leduc, A. E. Forget, Esq., barrister.

Secretary: James Brown, Esq.

The first meeting of the new Board was held on the 13th instant, when the Right Reverened the Bishop of Saskatchewan was unanimously elected chairman.

The Board decided that all regulations heretofore in force are to be continued for the present, and until new members have had an opportunity of considering and revising them.

The following appointments were made :—

Board of Examiners.

Protestant Section: Rev. Andrew B. Baird, B.D., Thomas Grover, Esq., B.A.

Roman Catholic Section: Rev. D. Gillies, Rev. D. Gratton.

The remuneration of the members was fixed at $4 for each day engaged, and actual travelling expenses.

Inspectors of Schools.

Protestant Section: John Hewgill, Esq., Moosomin, Assa.; Thomas Grover, Esq., B.A., Regina, Assa.; Rev. Charles McKillop, B.A., Lethbridge, Alta.; J. A. Blair, Esq., M.A., M.D., Calgary, Alta.; Rev. D. G. McQueen, B.A., Edmonton, Alta.; P. G. Laurie, Esq., Battleford, Sask.; Rev. Canon Flett, B.D., Prince Albert, Sask.

Roman Catholic Section: Rev. D. Gillies, St. Andrew, Wapella, Assa.; M. M. Seymour, Esq., M.D., Fort Qu'Appelle, Assa.; John W. Costello, Esq., Calgary, Alta.; Rev. Henry Grandin, Edmonton, Alta.; Rev. A. H. Bigonnesse, Battleford, Sask.; Rev. Pierre Dommeau, Prince Albert, Sask.

The remuneration of Inspectors was arranged by the following resolution, viz.:—"Inspectors of schools shall be paid ten dollars per visit to each school in their districts, not exceeding one visit to each school in each term, unless otherwise instructed by the Board of Education; for travelling expenses they shall be allowed five dollars per day, for each day absent on inspection; but where the railway is used, they shall be allowed the actual fares paid on such railway and such necessary expenses as the Board of Education may approve of.

The date for the next examination of teachers was fixed for the 14th February, 1888. It is expected that between fifty and sixty candidates will present themselves for examination.

The Board adjourned to the 25th January next, when they will meet to consider and revise the regulations with respect to the examination of teachers conduct of schools and lists of books authorized for use in the schools.

Further details with reference to the state of education in the Territories will be found in the report of the late Board of Education, issued in October last, copy of which I send herewith.

Appointments.

The following is a list of the Territorial appointments since my last report:—

Justices of the Peace.

James McDougall, Esq.....Peace River, Athabasca.
Donald Black, Esq.....Wapella, Assiniboia.
John E. Sinclair, Esq.....Stanley Mission, Saskatchewan.
James Stevenson, Esq.....Deer Lake do
Jean Baptiste Boucher, Esq.....Batoche do
Xavier Letendre dit Batoche, Esq. do do
Richard Joseph Molloy, Esq.....Clark's Crossing do
Charles Adams, Esq.....Prince Albert do
Frederick White, Esq.....Ottawa, Ontario.
Laurence Fortescue, Esq..... do do
John Redpath, Esq.....Parklands, Assiniboia.
Elzéar Poitras, Esq.....Hollbroke, Alberta.
Alfred Workman, Esq.....Eden Grove, Wapella, Assiniboia.
Edward Augustus Nash, Esq.....Battleford, Saskatchewan.
Arthur Jefferd, Esq.....Pense, Assiniboia.
Isaac Gaetz, Esq..... Red Deer, Alberta.
Roderick A. McKenzie, Esq.....Blind River do
William George Knight, Esq.....Swift Current, Assiniboia.
Frederic Champness, Esq.....Lethbridge, Alberta.
Henry Samuel Casey, Esq.....Inspector N.-W. Mounted Police.
Alfred E. Nelson, Esq.....Pine Creek, Alberta.
William Dennington Kisbey, Esq..Dennington, Assiniboia.
Henry Newmarch, Esq.....Whitewood do
Frank Harper, Esq.....Inspector N.-W. Mounted Police.
Richard Browne Cooke O'Donohue, Esq.....Banff, Alberta.
William R. Brereton, Esq.....Victoria do
Hugh McDougall, Esq.....Moose Jaw, Assiniboia.
George Murdock, Esq.....Calgary, Alberta.
Thomas Taylor, Esq.....Lac Ste. Anne do
Albert Milton Morden, Esq.....Pincher Creek do
John James Heaslip, Esq.....Alameda, Assiniboia.
William Percy, Esq.....Inspector N.-W. Mounted Police.
Victor Beaupré, Esq.....Gleichen, Alberta.
Gilbert Edward Sanders, Esq.....Inspector N.-W. Mounted Police.
Arthur Richard Springett, Esq...Macleod, Alberta.
James Osgoode Wilson, Esq.....Inspector N.-W. Mounted Police.
William Staples, Esq.....Boscurvis, Assiniboia.
Frederick Steven Proctor, Esq....Fort Qu'Appelle do
John P. Beauchamp, Esq.....Qu'Appelle Station do

Notaries Public.

Robert B. Gordon, Esq.....Regina, Assiniboia.
John Campbell Ferrie Bown, Esq..Calgary, Alberta.
James McKay, Esq.....Prince Albert, Saskatchewan.
Fred. Fraser Forbes, Esq.....Moosomin, Assiniboia.
George Edward Dunsterville,Esq..Carnduff do

Registration Clerks.

William Cousins, Esq.....Medicine Hat, Assiniboia
Alexander Taylor, Esq.....Edmonton, Alberta.
Hugh Richardson, Esq.....Battleford, Saskatchewan.

I append hereto a return, as required by Section 93 of "The North-West Territories Act," of all liquor permits issued by me during the year 1887. The number, though in excess of last year, will be found proportionately smaller, if the increased population of the Territories be taken into account.

I have the honor to be, Sir,

Your obedient servant,

E. DEWDNEY,

Lieutenant-Governor of the North-West Territories.

[PART IV

∞RETURN of Special Permissions for the importation of Intoxicating Liquors into the North-West Territories, during the Year 1887, as required by 43 Victoria, chapter 25, section 90, sub-section 2.

Permits.	Quantity of each Intoxicant in each Permit.								Total Quantities.								Remarks.
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	
32	1	.....	.....	.....	.....	.....	.....	.....	32	.....	.....	.....	.....	.....	.....	.....	
1,859	2	.....	.....	.....	.....	.....	.....	.....	3,718	.....	.....	.....	.....	.....	.....	.....	
35	3	.....	.....	.....	.....	.....	.....	.....	105	.....	.....	.....	.....	.....	.....	.....	
80	4	.....	.....	.....	.....	.....	.....	.....	320	.....	.....	.....	.....	.....	.....	.....	
70	5	.....	.....	.....	.....	.....	.....	.....	350	.....	.....	.....	.....	.....	.....	.....	
5	6	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	
2	7	.....	.....	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....	.....	.....	
10	10	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	
1	12	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	
10	2½	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	
1	½	.....	.....	.....	.....	.....	3	.....	½	.....	.....	.....	.....	.....	3	.....	
1	2	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	1	.....	
1	5	.....	.....	.....	.....	.....	32	.....	5	.....	.....	.....	.....	.....	32	.....	
3	2	.....	.....	.....	.....	.....	4	.....	6	.....	.....	.....	.....	.....	12	.....	
1	2	.....	.....	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	2	.....	
1	2	.....	.....	.....	.....	.....	32	.....	2	.....	.....	.....	.....	.....	32	.....	
1	2	.....	.....	.....	.....	.....	12	.....	2	.....	.....	.....	.....	.....	12	.....	
1	2	.....	2	.....	.....	.....	10	.....	2	.....	2	.....	.....	.....	10	.....	
1	1	.....	1	.....	.....	.....	6	.....	1	.....	1	.....	.....	.....	6	.....	
1	2	.....	2	.....	.....	.....	32	.....	2	.....	2	.....	.....	.....	32	.....	
3	1½	½	.....	.....	.....	.....	.....	.....	4½	1½	.....	.....	.....	.....	.....	.....	Pharmaceutical purposes.
1	2	2	4	.....	.....	5	.....	.....	2	2	4	.....	.....	5	.....	.....	
69	2	.....	2	.....	.....	.....	.....	.....	138	.....	138	.....	.....	.....	.....	.....	
15	1	.....	1	.....	.....	.....	.....	.....	15	.....	15	.....	.....	.....	.....	.....	
4	2	.....	.....	2	.....	.....	.....	.....	8	.....	.....	8	.....	.....	.....	.....	
15	1	1	.....	.....	.....	.....	.....	.....	15	15	.....	.....	.....	.....	.....	.....	
1	10	.....	2	.....	.....	.....	.....	.....	10	.....	2	.....	.....	.....	.....	.....	
2	2	2	1	.....	.....	.....	.....	.....	4	4	2	.....	.....	.....	.....	.....	
7	2	.....	1	.....	.....	.....	.....	.....	14	.....	7	.....	.....	.....	.....	.....	

Pharmaceutical purposes.

Permits.	Quantity of each Intoxicant in each Permit.								Total Quantities.								Remarks.
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	
1	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2	.....	.....	.....	.....	
1	1	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	
1	½	.....	.....	.....	.....	.....	3	1½	½	.....	.....	.....	.....	.....	3	1½	
1	2	.....	½	.....	.....	.....	.....	.....	2	.....	½	.....	.....	.....	.....	.....	
1	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	
1	2	1	1	.....	.....	.....	.....	.....	2	1	1	.....	.....	.....	.....	.....	
1	½	.....	½	.....	.....	.....	.....	.....	½	.....	½	.....	.....	.....	.....	.....	
1	10	2	.....	.....	.....	.....	.....	.....	10	2	.....	.....	.....	.....	.....	.....	
1	2	.....	2	.....	2	.....	.....	.....	2	.....	2	.....	2	.....	.....	.....	
1	1	1	2	.....	.....	.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	
1	2	.....	.....	.....	.....	.....	2	2	2	.....	.....	.....	.....	.....	2	2	
3	.....	½	.....	.....	.....	.....	.....	.....	.....	1½	.....	.....	.....	.....	.....	.....	
27	.....	1	.....	.....	.....	.....	.....	.....	.....	27	.....	.....	.....	.....	.....	.....	
400	.....	2	.....	.....	.....	.....	.....	.....	.....	800	.....	.....	.....	.....	.....	.....	
5	.....	3	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	
3	.....	4	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	
8	.....	5	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	
1	.....	6	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	
27	.....	2	2	.....	.....	.....	.....	.....	.....	54	54	.....	.....	.....	.....	.....	
20	.....	1	1	.....	.....	.....	.....	.....	.....	20	20	.....	.....	.....	.....	.....	
1	.....	4	2	.....	.....	.....	.....	.....	.....	4	2	.....	.....	.....	.....	.....	
1	.....	5	5	.....	.....	.....	.....	.....	.....	5	5	.....	.....	.....	.....	.....	
1	.....	3	2	.....	.....	.....	.....	.....	.....	3	2	.....	.....	.....	.....	.....	
1	.....	3	1	.....	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	
1	.....	½	½	.....	2	.....	.....	.....	.....	½	½	.....	2	.....	.....	.....	
5	...	2	1	.....	.....	.....	.....	.....	.....	10	5	.....	.....	.....	.....	.....	
1	.....	2	4	.....	.....	.....	.....	.....	.....	2	4	.....	.....	.....	.....	.....	
1	.....	1	1	.....	1	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	
2	....	1	2	.....	.....	.....	.....	.....	.....	2	4	.....	.....	.....	.....	.....	
1	.....	2	12	.....	.....	.....	.....	.....	.....	2	12	.....	.....	.....	.....	.....	
1	.....	2	.....	.....	.....	2	.....	.....	.....	2	.....	.....	.....	2	.....	.....	

| | | |

Permits.	Quantity of each Intoxicant in each Permit.								Total Quantities.								Remarks.
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	
1					1	1							1	1			
1						1								1			
21						2								42			
2						4								8			
6						10								60			
1						20								20			
5								2								10	
2								3								6	
2								4								8	
1								5								5	
2								8								16	
2								10								20	
1								13½								13½	
1								16								16	
1								30								30	
21								32								672	
1			½								½						Sacramental purposes.
12			1								12						do
10			2								20						do
1			3								3						do
3			4								12						do
1			5								5						do
8			8								64						do
1			11								11						do
1			12								12						do
1			15								15						do
1			100								100						do
3,663									5,252½	1,169½	989½	201	190½	166	12,865	802	

RECAPITULATION.

Spirits—		
Whiskey	5,252½	
Brandy	1,169½	
Gin	201	
Rum	190½	
Alcohol	166	
		6,979½
Wine		989½
Beer		12,865
Porter		802
Total		21,636

Liquor sold on Dining Cars of Canadian Pacific Railway under Permit for Wine and Beer, dated 30th July, 1886, from December 15th, 1886 to November 25th 1887. Beer, 3,391½; Wine, 177$\frac{6}{10}$.

REPORT OF THE BOARD OF EDUCATION FOR THE NORTH-WEST TERRITORIES FROM 1st OCTOBER, 1886, TO 18th OCTOBER, 1887.

(Presented by His Honor the Lieutenant-Governor, Chairman Board of Education.)

BOARD OF EDUCATION,
REGINA, 2nd November, 1887.

Gentlemen of the North-West Council:

I have the honor to submit herewith, for your information, the Report of the Board of Education for the past year.

I have the honor to be, Gentlemen,
Your obedient servant,
E. DEWDNEY,
Chairman Board of Education.

To the Members of the North-West Council,
Regina.

REGINA, 18th October, 1887.

To His Honor EDGAR DEWDNEY,
Lieutenant-Governor of the North-West Territories,
Chairman of the Board of Education.

SIR,—I have the honor to submit the following report of the proceedings of the Board of Education for the past year.

Meetings of the Board were held on the 23rd November and 10th December, 1886, and on the 9th March and 10th June, 1887.

Prior to the meeting held in December, a report was prepared on the schools open during the summer term of 1886, showing the capitation grant to which each school was entitled and the Inspectors' report on each school.

It was decided that the grant on the Inspectors' reports be distributed as follows:—

To schools reported		"excellent"	$2.00	per capita.
do	do	"very good"	1.75	do
do	do	"good"	1.50	do
do	do	"very fair"	1.25	do
do	do	"fair"	1.00	do
do	do	"moderate"	0.75	do

I transmit herewith a statement showing the amounts paid to each school on account of these grants. The total amount paid for capitation grants was $1,230, and for grants on Inspectors' reports $993.25. (*See Appendix A.*)

An amendment was passed at last session of Council to the School Ordinance increasing the capitation grant, and I transmit herewith a statement showing that the schools open during last winter term earned $1,798.50, being an increase of nearly 50 per cent. on the amount earned by the schools open during the summer term of 1886, on account of this grant. (*See Appendix B.*)

TEACHERS' EXAMINATION.

In accordance with the regulations of the Board, the first examination of teachers in the Territories was held on the 11th, 12th and 13th days of January last. For the convenience of teachers and in order to reduce their travelling expenses to as small a figure as possible, the Board arranged to hold examinations at the following places: Battleford, Prince Albert, Edmonton, St. Albert, Calgary, Macleod, Regina, Fort

Qu'Appelle, Wolseley and Moosomin. The examination papers for candidates were prepared by the Rev. D. Lewis for the Protestant Section, and by the Rev. J. Hugonnard for the Roman Catholic Section. I transmit herewith the papers used. (*See Appendix C.*)

In all 35 candidates presented themselves for examination, 10 for 2nd class certificates and 25 for 3rd class. The following are the names of the successful candidates:—

PROTESTANT SECTION.

2nd Class.

Edward A. Partridge,
James B. Steele,
John Drinnan,
Miss C. M. Craig,
Henry W. Halpin,
L. Bruce Latimer.

3rd Class.

Miss Nelly Jaffray,
Murdoch McLeod,
Henry O. Partridge,
Miss Lottie Cowan,
John W. McPhail,
Miss E. A. F. Boulding,
Charles E. Cumming.
Miss M. O. Jefferson,
John Young,
Miss Sadie Cowan,
Miss Isabella A. Kerr,
Miss Roxy Alexander,
John C. Callin.

ROMAN CATHOLIC SECTION.

2nd Class.

E. Frederic Guainans, Patrick L. McNamara.

3rd Class.

The Rev. Sisters Ethelburga Clarkson, Mary Greene and Anna O'Neill.

Owing to the long distances that many of the teachers reside from the railway, and the consequent length of time they would be absent from their schools if called upon to attend an examination, it was decided not to hold any examination in August last. Although it might be more convenient for travelling if the teachers' examination was held in summer, still, when it is considered that about one-half of our schools are closed during the winter term, it appears that that term will be found the most suitable time of the year in which to hold these examinations. If they are held in summer, the school trustees are very likely to select the time during which their teacher is absent as the period for the summer holidays, and thus deprive the teacher of any time for leisure during our hot season.

SCHOOL LANDS.

In January last a dispatch was received from the Department of the Interior on this subject, in which it was stated, *inter alia*, that the Minister is of opinion that the whole question of the advisability of offering such lands for sale, and the upset price to be placed on them, as well as all future questions having reference to the disposition of school lands in the Territories, should be referred to the Board of Education for its consideration. Also that the Minister thinks it would be advisable, with a view to prevent improvident sales, that, as in Manitoba, so in the Territories, no school land should be offered at an upset price of less than $5 per acre.

This question was considered at a meeting of the Board held in March, and as it is well known that many of the school sections in the Territories are very valuable as hay and timber lands, I was directed to ask the co-operation of the Boards of School Trustees throughout the country in establishing some system of protection for such lands. I addressed a circular letter on the subject to the various Boards of Trustees, and received about fifty replies, many of them containing valuable suggestions.

In pursuance of instructions, I transmitted copies of these replies to the Minister of the Interior, together with a copy of the following resolution of the Board:

"That the Secretary be instructed to write the Hon. the Minister of the Interior to the effect that it appears, by letters received by this Board and from other information, that efficient inspection of the timber and hay on school lands is not had;

"That we desire to urge upon the Hon. the Minister the advisability of placing these lands under the protection of this Board, so that we may employ our School Inspectors to look after the same;

"That Homestead Inspectors be instructed to inspect the same and to communicate with the various Boards of School Trustees so as to obtain information as to any trespass thereon, and to report the same to the proper officers;

"And that the Secretary forward copies of all such letters received by this Board to the Minister, which will show him that serious loss is being sustained from trespassers on said lands."

I attach herewith copy of the letter addressed to the Deputy of the Minister of the Interior when transmitting copies of the correspondence referred to for the consideration of the Minister. (*See Appendix D.*) An acknowledgment of the receipt of said letter has been received, and I have been informed that, owing to the Minister's long absence from Ottawa, he has not as yet had an opportunity of considering the matter.

In February last application was made to the Board, on behalf of the Corporation of the town of Calgary, to procure that portion of the north-east quarter of Section 2, Township 24, Range 1, west of the 5th Meridian, which lies south of the railway track, for the purpose of stock yards. After due consideration of the matter, and in view of the fact that the land was wanted for a purpose which will benefit the public generally, the Board requested the Minister of the Interior to advertise the said portion of land for sale at an upset price of not less than $10 per acre. Particulars of the sale of this land have not yet been received.

Very recently a communication was received from the Deputy Minister of the Interior, for the information of the Board, stating that in view of the possibility that the several Provisional Districts of the Territories may in time become Provinces, the Deputy Minister has thought that a separate account should be kept of the moneys derived from the disposal of school lands in each of them. That up to the present time $3,600.12 has been received on account of school lands in the whole of the Territories, and of this amount the Auditor General has placed $3,471.15 to the credit of the District of Assiniboia, and $128.97 to the credit of the District of Alberta, the said amounts having been derived from these districts respectively.

The Board has expressed concurrence with the views of the Minister with regard to the upset price to be put upon school lands, viz.: That no school lands in the Territories should be offered at an upset price of less than $5 per acre.

HIGH SCHOOLS AND TRAINING INSTITUTE.

The desirability of establishing some system of high schools in the Territories has frequently been under the consideration of the Board, and specially with a view to obtain in connection therewith an institute wherein our teachers could be trained in the science and art of teaching. As directed, a copy of the following resolution of the Board was forwarded to the Minister of the Interior on this subject, viz.: "That this Board desires to urge upon the Federal Government the desirability of a grant of $30,000 being made to the North-West Territories for the purpose of establishing one or more high schools and a central training school. That the grant in aid of schools at present given is required for the common schools, and in consequence no provision can be made to encourage or establish high schools."

The Deputy Minister, in acknowledging receipt of the letter transmitting copy of said resolution, states that the subject will be dealt with in an official communication, which will be addressed in response to the resolution passed by the North-West Council bearing upon the same subject.

MEETINGS OF THE SECTIONS.

Meetings of the Protestant Section were held on 23rd November, 1886; 6th May, 10th June and 6th September, 1887.

The regulations of the Board with respect to granting provisional certificates, and professional certificates to candidates who have no Normal School training, were revised and new regulations issued, as per copy transmitted herewith. (*See Appendix E.*)

Meetings of the Roman Catholic Section were held on 23rd November, 1886, and 20th January, 1887.

The Rev. Fathers Leduc and Dommeau were appointed Inspectors of Roman Catholic schools in place of the Rev. Fathers Lestanc and André, resigned.

DIVISIONS AND ALTERATIONS OF DISTRICTS.

I might almost say that the office has been inundated with petitions for the alteration of the limits of school districts all over the country. Many of these petitions were based on the most trivial grounds, and have been disposed of by the Board or withdrawn by the parties themselves. In two cases, however, matters are more serious and the papers have been held over for reference to Council.

MEDICINE HAT.

The School District of Medicine Hat comprises the whole of Township 12, Range V., west of 4th Meridian. The Town of Medicine Hat is situated on Section 31, the extreme north-west corner of the district. At the time this district was formed it was supposed that Dunmore, the next station east on the C.P.R., was in the adjoining township. The latest Government map shows Dunmore on Section 8, Township 12, Range IV., whereas Dunmore is situated on Section 2, Township 12, Range V., and therefore forms part of Medicine Hat School District. The school for this district is situated in the Town of Medicine Hat, and the people at Dunmore, being eight miles distant by railway, can derive no benefit from it although they are taxed for its support. They have petitioned the Board to have the school district divided, but, as the Trustees of the Medicine Hat District have refused to recommend the division, the Board could take no action in the premises and the papers have been held over for Council.

CALGARY.

The Calgary School District comprises 36 square miles, viz, Sections 25 to 36, inclusive, in Township 23, and Sections 1 to 24, inclusive, in Township 24, in Range I., west of the 5th Meridian.

The Municipality of the Town of Calgary comprises all those parts of Sections 14, 15 and 16, in Township 24, lying south of the Bow River.

The Bow River cuts off a portion of the School District on the north, and the Elbow River cuts off a large portion of the district on the south and east.

The school is located in the Town of Calgary, which lies in the second most northerly tier of the sections comprising the School District, consequently many residents live at such a distance from the school that they are unable to derive any benefit from it.

I understand a petition will be presented to Council with regard to this matter.

SEPARATE SCHOOLS.

In two Public School Districts, Separate Schools have been established, viz, at Prince Albert and Calgary.

The returns sent in from these Separate Schools have, on examination, been found to be the records of the attendance of pupils at the Convents at Calgary and Prince Albert At these convents several Protestant children attend and fees are charged. The question, therefore, arises: Are these convents, schools, within the

meaning of the Ordinance, entitled to a grant? or should they not be placed on the same footing as a high school.

Aid has been refused to the Presbyterian High School established at Prince Albert, as no money has been placed at the disposal of the Board for such a purpose, and for same reason aid has been withheld from said convents until Council has had an opportunity of considering the matter.

SCHOOL ORDINANCE.

Further experience in the working of the School Ordinance and its amendments has disclosed many deficiencies. In several school districts difficulties have arisen which necessitated the reference of the papers for legal advice. The Board has been advised that many sections of the Ordinance are inoperative, and it has been found that the Board could take no action for the removal of the difficulties spoken of. It has also been pointed out that several sections are defective, inasmuch as their provisions are not in accordance with the North-West Territories Act.

As further amendments would complicate matters too much, the members of the Protestant section of the Board, who only had an opportunity of considering the matter, decided it was advisable to consolidate and amend the Ordinance. A new Ordinance was therefore prepared, in accordance with the views of said members, and,as directed, copies were printed for presentation to Council for its consideration.

REPORTS.

Owing to the Inspectors' reports not having all been received, it is impossible to give the full details of the schools that were given last year, but I transmit herewith statistical tables showing the number of pupils attending the schools during this term, and the classes of certificates held by the teachers. *(See Appendix F)*

The following is a summary of these tables showing the state of the schools during the present summer term, as compared with the same term last year:

PROTESTANT SCHOOLS.

Inspectorate.	1887.			1886.		
	Schools open.	Teachers employed.	Pupils.	Schools open.	Teachers employed	Pupils.
East Assiniboina	32	33	614	18	18	407
Western do	33	37	992	30	31	926
P. Albert District	10	10	320	10	10	374
Battleford do	1	1	33	1	1	34
Calgary and Macleod	7	8	281	3	4	170
Edmonton	7	7	185	3	3	130
	90	96	2,425	65	67	2,041
1886	65	67	2,041			
Increase in 1887	25	29	384			

ROMAN CATHOLIC SCHOOLS.

Inspectorate.	1887.			1886.		
	Schools open.	Teachers employed.	Pupils.	Schools open.	Teachers employed.	Pupils.
Edmonton	5	8	185	5	8	206
Prince Albert	8	11	230	3	3	62
Calgary	1	3	106	1	3	106
Battleford	1	1	65	1	1	60
Assiniboia	6	6	133	2	2	78
	21	29	719	12	17	512
1886	12	17	512			
Increase in 1887	9	12	207			

A review of this summary will show an increase of 25 schools, 29 teachers and 384 pupils in districts under the control of the Protestant section of the Board, and of 9 schools, 12 teachers and 207 pupils in districts under the control of the Roman Catholic section, or a total increase of 34 schools, 41 teachers and 591 pupils since this date last year.

Every one interested in education in the Territories must feel encouraged by this very satisfactory progress, which I am confident will prove to be even more so when complete returns for the present school year have been received.

I have the honor to be, Sir,

Your obedient servant,

JAMES BROWN,

Secretary Board of Education.

[PART IV.]

Name of School.	No.	Teacher.	Teacher's Certificate.	School closed for term on	No. of days School open during term	No. of Pupils who attended 100 days.	Inspector's Endorsement on Teacher's Certificate.	Capitation grant at $2.	Rate of grant on Inspector's report.	Grant on Inspector's report.	Total of capitation grant and grant on Inspector's report.
								$ cts.	$ cts	$ cts	$ cts.
Moose Jaw	1	J. N. McDonald	2nd	Oct. 31...	106	6	Excellent	12 00	2 00	12 00	24 00
Qu'Appelle	2	J. W. Peters	2nd	Oct. 31...	127½	20	Excellent	40 00	2 00	40 00	80 00
Prince Albert	3	J. F. A. Stull	1st	Oct. 31...	111	15	Very good	30 00	1 75	26 25	56 25
Regina	4	D. S. McCannell and Assistant	2nd	Oct. 31...	119	16	Excellent	32 00	2 00	32 00	123 50
				Oct. 31...	115½	17	Good	34 00	1 50	25 50	
Broadview	5	Mrs. Painter	Prov.	Sept. 30...	105	3	None	6 00			6 00
Kenlis	6	Miss Douglas	3rd.	Oct. 31...	135	10	Excellent	20 00	2 00	20 00	40 00
Edmonton	7	W. H. Carson	Prov.	Oct. 31...	113	3	Good	6 00	1 50	4 50	10 50
St. Andrews	8	W. Gerrond	Prov. 3rd.	Oct. 31...	132	27	Very good	54 00	1 75	47 25	101 25
Colleston	9	V. R. C. Hutcheson	Prov. 3rd.	Oct. 31...	119	7	Good	14 00	1 50	10 50	24 50
Prince Albert East	10	Miss Hutcheson	Prov. 3rd.	Oct. 29...	133½	3	Very good	6 00	1 75	5 25	11 25
Wapella	11	Miss Dodson	3rd.	Oct. 31...	126	5	Very fair	10 00	1 25	6 25	16 25
Moosomin	12	T. Deckie	2nd	Oct. 31...	131½	8	Good	16 00	1 50	12 00	28 00
Saskatoon	13	45 pupils, school only open 1st quarter of Term.									
Little Pipestone	14	J. W. McPhail	3rd.	Oct. 31...	120	6	Very fair	12 00	1 25	7 50	19 50
Montgomery	15	Not open									
St. John	16	H. Newmarch	Prov.	Oct. 31...	136	6	Fair	12 00	1 00	6 00	18 00
Red Deer Hill	17	H. Rodgers	2nd	Oct. 15...	119	7	Very good	14 00	1 75	12 25	26 25
St. Catherines	18	Miss McGregor	Prov.	Oct. 31...	122	23	Good	46 00	1 50	34 50	80 50
Calgary	19	Jos. Boag and Assistant	1st	Oct. 31...	126	28	Very good	56 00	1 75	49 00	105 00
Park	20	J. C. Callin	Prov.	Oct. 31...	129	10	Very fair	20 00	1 25	12 50	32 50
Eden Grove	21	Miss Givin	Prov.	Oct. 14...	106	4	Very good	8 00	1 75	7 00	15 00
Rocanville	22	Not open									
Belmont	23	J. B. Steele	3rd.	Oct 29...	121	10	Very good	20 00	1 75	17 50	37 50
Sturgeon	24	Mrs. Inglis	1st	Oct. 29...	126	8	Very good	16 00	1 75	14 00	30 00
Wolseley	25	Mrs. Alexander	2nd	Oct. 22...	138	18	Good	36 00	1 50	27 00	63 00
Fort Qu'Appelle	26	Miss V. E. Burns	Prov. 3rd.	Oct. 31...	111	2	Fair	4 00	1 00	2 00	6 00
Revine Bank	27	R. McMillan	Prov.	Oct. 31...	132	15	Very good	30 00	1 75	26 25	56 25
Maple Green	28	Miss M. Armstrong	Prov.	Oct. 31...	113½	14	Very fair	28 00	1 25	17 50	45 50
Wascana	29	Miss Cowan	Prov.	Oct. 31...	90		Fair				
Round Plain	30	Ed. Fee	2nd	Oct 31...	137	7	Very good	14 00	1 75	12 25	26 25
Poplar Grove	31	H. A. Ross	3rd.	Nov. 19...	113		Very fair				
Thistle	32	Mrs Moore	Prov.	Oct. 31...	108½	5	Fair	10 00	1 00	5 00	15 00
Summerberry	33	J. F. Middlemiss	2nd	Oct. 31...	139	15	Excellent	30 00	2 00	30 00	60 00

Summerhill	34	T. D. Acheson	3rd	Oct. 31	139	17	Excellent	34 00	2 00	34 00	68 00	
Westfield	35	R. G. Fleming	Prov.	Oct. 31	130	6	Moderate to fair.	12 00	1 00	6 00	18 00	
Greenville	36	Miss Fotheringham	Prov.	Nov. 5	98		Very fair.		1 25			
Abbottsford	37	A. T. Fotheringham	2nd	Nov. 5	129	11	Good	22 00	1 50	16 50	38 50	
Sunnymead	38	Miss Huckerby	Prov.	Oct. 31	135	10	Fair	20 00	1 00	10 00	30 00	
Mount Pleasant	39	Miss Bulyea	2nd	Oct. 31	110	2	Good	4 00	1 50	3 00	7 00	
Bonnycastle	40	E. A. Partridge	3rd	Oct. 31	125½	15	Good	30 00	1 50	22 50	52 50	
Lindsay	41	H. W. Atwater	2nd	Oct. 31	108	30	Very good	60 00	1 75	52 50	112 50	
Kinisteno	42	T. M. Marsh	Prov.	Oct. 5	68		Very fair.					
Hillburn	43	Miss Webster	Prov.	Nov. 5	141½	13	Fair	26 00	1 00	13 00	39 00	
Island Lake	44	J. C. Slater	2nd	Oct. 31	122	6	Fair	12 00	1 00	6 00	18 00	
Fleming	45	J. Young	3rd.	Oct. 31	108	2	Very fair.	4 00	1 25	2 50	6 50	
Fairfield	46	Miss Jaffray	Prov.	Nov. 5	119	6	Very fair.	12 00	1 25	7 50	19 50	
Macleod	47	Miss Grier	Prov.	Oct. 31	120	10	Good	20 00	1 50	15 00	35 00	
Pheasant Forks	48	J. W. Kenyon	Prov.	Oct. 31	125	2	Very fair.	4 00	1 25	2 50	6 50	
Indian Head	49	Miss Barnes	2nd	Oct. 29	137	9	Good	18 00	1 50	13 50	31 50	
Springbrook	50	Not open										
Lethbridge	51	L. B. Latimer	Prov.	Oct. 31	119½	11	Good	22 00	1 50	16 50	38 50	
Caron	52	Miss Alexander	Prov.	Nov. 5	114	7	Fair	14 00	1 00	7 00	21 00	
Faulkner	53	C. E. Cumming	Prov.	Nov. 23	123	12	Very fair.	24 00	1 25	16 00	40 00	
Wide Awake	54	Miss Powell	3rd.	Oct. 31	114	3	Very fair.	6 00	1 25	3 75	9 75	
*Meadow Lea	55	Mrs. McNeice	Prov.	Oct. 31	127	6	Very fair.					
Lansdowne	56	T. J. Irwin	Prov.	Oct. 31	93		Fair		1 00			
Whitewood	57	Miss Moffatt	Prov.	Oct. 29	126	3	Very fair.	6 00	1 25	3 75	9 75	
Ivy	58	Not open										
Spring Coulée	59	H. O. Partridge	Prov.	Oct 31	102	1	Very fair.	2 00	1 25	1 25	3 25	
Buffalo Head	60	Miss. Jefferson	Prov.	Oct. 31	73		Very fair.					
McLean	61	Not open	Prov.									
Rillington	62	Mrs. Reeve	Prov.	Nov. 15	117	6	Fair	12 00	1 00	6 00	18 00	
Pasqua	63	J. Brookfield	Prov.				Moderate to fair.					
Boggy Creek	64	A. McKellar	Prov.	Oct. 31	88½		Fair					
Prospect	65	Only open 1st quarter of Term.										
Tregarva	66	Miss Boulding	Prov.				Fair					
Victoria Plains	67	S. B. Jamieson	2nd.	Oct. 31	84		Very good					
Lake View	68	Miss Cowan	Prov.				Fair					
Dalesboro'	69	Not open										
Golden Plain	70	Not open										
Battleford	71	Mrs. Clink	Prov.									
Red Fox Valley	72	Not open										
Kinbrae	73	Not open										
Derry Grove	74	Not open										
Victoria	75	Not open										
Medicine Hat	76	Just proclaimed										
Weed Hills	77	Just proclaimed										

[PART IV.]

ROMAN CATHOLIC SCHOOLS, PUBLIC.

Name of School.	No.	Teacher.	Teacher's Certificate.	School closed for term on	No. of days School open during term.	No. of Pupils who attended 100 days.	Inspector's Endorsement on Teacher's Certificate.	Capitation grant at $2.	Rate of grant on Inspector's report.	Grant on Inspector's report.	Total of capitation grant and grant on Inspector's report.
								$ cts.	$ cts.	$ cts.	$ cts.
Bellevue	1	Not open									
Saskatchewan	2	Not open									
St. Albert	3	Sister Dillon and assistant	1st	Oct. 31	101	28	Excellent	56 00	2 00	56 00	112 00
St. Léon	4	H. Blanc	Prov.	Oct. 22	112	14	Good	28 00	1 50	21 00	49 00
Cunningham	5	J. T. Quevillon and assistant	1st	Oct. 31	104	20	Excellent	40 00	2 00	40 00	80 00
Bellerose	6	A. Arcand	Prov.	Oct. 31	95		Good				
St. François Xavier	7	Not open									
Stobart	8	Jules Godard	3rd	Nov. 6	138	17	Very good	34 00	1 75	29 75	63 75
St. Laurent	9	Rev. Fourmond	1st	Oct. 1	120	7	Excellent	14 00	2 00	14 00	28 00
Lourdes	10	Octave Régnier	2nd	Oct. 1	105	6	Fair	12 00	1 00	6 00	18 00
St. Vital de Battleford	11	Miss Dorval	1st								
Lebret	12	E. F. Guainans	3rd								
Taché	13	H. O. Garnot	Prov.								
St. Louis de Langevin Est	14	L. S. Pinaud de la Croix	3rd								

ROMAN CATHOLIC SEPARATE SCHOOLS.

Lacombe	1	Sister Green and assistant	Prov.	Oct. 31	120	13	Excellent	26 00	2 00	26 00	52 00
St. Andrew	2	D. Gillies	1st	Oct. 31	115	10	Excellent	20 00		20 00	40 00
								$1,230 00		$993 25	$2,223 25

* Average attendance only 7 8-127.

APPENDIX B.

REPORT on Schools open during Winter Term, 1886-1887, 1st Nov. to 31st March.

Name of School.	Number.	Number of Pupils on Register.	Number of days School was open.	Average Daily Attendance.	Number of Pupils who attended 50 days.	Grant on Attendance at $1.50 per Pupil.	Average Attendance to No. on Register.	Remarks.
						$ cts.	p. c.	
1. Moose Jaw	1	106	102	71⅓	82	123 00	67	
2. Qu'Appelle	2	87	94½	53	51	76 50	60	
3. Prince Albert	3	64	95½	47	51	76 50	74	
4. Regina	4	175	94½	111	115	172 50	63	
5. Broadview	5	29	88½	21·6	18	27 00	74	
6. Kenlis	6	21	93	10	9	13 50	48	
7. Edmonton	7	61	92½	39	43	64 50	64	
8. St. Andrews	8	45	99	29⅓	31	46 50	65	
9. Colleston	9	16	97	9	11	16 50	56	
10. Prince Albert East	10	37	91	21·2	17	25 50	57	
11. Wapella	11	29	87½	19½	21	31 50	67	
12. Moosomin	12	67	93	40·9	34	51 00	61	
13. Saskatoon	13	51	99	29	31	46 50	57	
14. Little Pipestone	14	25	93	10	9	13 50	40	
15. St. John	15	15	96	3·5	2	.....	23	Average under 8.
16. St. Catherines	18	31	95	22·5	22	33 00	73	
17. Calgary	19	104	87½	63·5	55	82 50	61	
18. Park	20	19	91	9·7	10	15 00	51	
19. Eden Grove	21	.....	.....	.....	.....	.....	.....	Closed Oct. 14.
20. Belmont	23	30	90	16·5	14	21 00	55	
21. Wolseley	25	36	98	25	29	43 50	70	
22. Fort Qu'Appelle	26	26	95	12·6	9	13 50	49	
23. Revine Bank	27	16	83	6·6	7	.....	41	Average under 8.
24. Maple Green	28	25	87½	19	17	25 50	76	
25. Thistle	32	.....	.....	.....	.....	.....	.....	Closed Dec. 23.
26. Summerberry	33	.....	.....	.....	.....	.....	.....	do
27. Sunnymead	38	20	95	10¼	9	13 50	51	
28. Bonnycastle	40	31	87½	13·7	12	18 00	44	
29. Lindsay	41	34	94½	24·2	25	37 50	71	
30. Island Lake	44	19	85	5·5	3	.....	29	Average under 8.
31. Fleming	45	19	86	7	6	.....	37	do
32. Macleod	47	.....	.....	.....	.....	.....	.....	Only open 15 d's.
33. Indian Head	49	42	6	22	27	40 50	52	
34. Lethbridge	51	59	81½	33·4	27	40 50	57	
35. Wide Awake	54	.....	.....	.....	.....	.....	.....	Closed Nov. 4.
36. Whitewood	57	28	99	15·6	16	24 00	56	
37. Spring Coulée	59	11	91	5·7	6	.....	52	Average under 8.
38. Battleford	71	33	102	12	11	16 50	36	
39. Victoria	75	30	65	18	13	19 50	60	
40. Medicine Hat	76	84	86	50·2	56	84 00	60	
36 Schools open		1,525		908·3	899	1,312 50		

REPORT on Roman Catholic Schools open during Winter Term, 1886-87, 1st Nov. to 31st March.

Name of Schols.	Number.	Number of Pupils on Register.	Number of days School was open.	Average Daily Attendance.	Number of Pupils who attended 50 days.	Grant on Attendance at $1.50 per Pupil.]	Average Attendance to No. on Register.	Remarks.
						$ cts.	p. c.	
1. St. Albert	3	72	97	53	52	78 00	74	
2. St. Léon	4	21	94	16	17	25 50	76	
3. Cunningham	5	56	100	45·7	50	75 00	82	
4. Bellerose	6	16	99	10·7	12	18 00	67	
5. Stobart	8	21	99	13	13	19 50	62	
6. St. Laurent	9	26	103	18	18	27 00	70	
7. Lourdes	10	15	93	10·6	11	16 50	71	
8. St. Vital	11	57	93	31	30	45 00	54	
9. Lebret	12	25	90	12	12	18 00	48	
10. Taché	13	26	99	15	18	27 00	58	
11. St. Louis de Langevin Est.	14	25	104	21	22	33 00	84	

CATHOLIC SEPARATE.

12. Lacombe	1	95	88	64	66	99 00	67	
13. St. Andrew	2	21	53	14·2	3	4 50	68	
		476		324·2	324	486 00		
Total for Public Schools					899	1,312 50		
Totals					1,223	1,798 50		
LESS					24			In schools where average attendance was under 8.
					1,199			

1,199 pupils @ $1.50 = $1,798.50.
58·95 per cent. of children attending Protestant Schools obtained grant.
68·06 do do Catholic do do
Average attendance, Protestant Schools, 59·55 per cent. of pupils on register.
do Catholic do 68·06 do do

APPENDIX C.

QUESTIONS SET AT THE TEACHERS' EXAMINATION, JANUARY, 1887.

PROTESTANT SECTION.

Class II.

English Literature and Composition.

1. What is meant by English Literature?
2. What are the two greatest early English Poems remaining to this day? Give a short account of each.
3. State what you know of the following:
   1. Canterbury Tales.
   2. Chevy Chase.
   3. The Visions of Piers the Plowman.
4. Write a short account of Scott's "Lady of the Lake."
5. Write short notes on the following, giving the context when you can:
   1. "She sang, and still a harp unseen
      Filled up the symphony between."
   2. "Rather will Ellen Douglas dwell
      A votaress in Maronan's cell;"
   3. "While clamorous war-pipes yelled the gathering sound,
      And while the Fiery Cross glanced, like a meteor, round."
   4. "To Douglas gave a golden ring,
      While coldly glanced his eye of blue
      As frozen drop of winter dew."
6. Write a short essay on one of the following subjects:—
   1. North-West Winter.
   2. North-West Summer.

Class II.—Physiology and Hygiene.

1. Why do human beings and dumb animals die if they are shut up in a room where no fresh air can come in?
2. If a room were full of steam, how would you send it out?
3. About how many different things does our blood contain? What is the name of the only food that contains the substances necessary to feed the blood?
4. As no blood can run through the coats or sides of an artery or vein, how does the blood get out to feed the forty organs?
5. Describe all you know about the way in which a dinner of solid food—beef and potatoes—is digested and turned into good blood?
6. How would you get all the juices out of meat, and how would you make the strongest and most digestible beef tea?
7. What is organic matter?
8. Why is it necessary to clean a saucepan outside as well as inside?

Class II.—Arithmetic.

1. Define H. C. F. and L. C. M.

A, B, C and D. all met at a certain house on the 1st January, 1886. A. was in the habit of calling at the same place every 3rd day, B. every 5th day, C. every 10th day, and D. every 13th day. When will they all meet again?

2. Simplify $\frac{6\frac{3}{4} - 1\frac{5}{14}}{2\frac{1}{6} + 1\frac{3}{7}}$ and $(\frac{5}{7}$ of $\frac{6}{13}) \div \frac{2\frac{5}{7}}{3\frac{1}{4}}$

3. Divide $999 between A., B. and C., so that A may receive $15 more than B., and B. $15 more than C.

4. Divide ·0269 by ·281; ·269 by ·0281; and 2·69 by ·00281.

5. Convert into vulgar fractions, in their lowest terms, .2427; 2·325.

6. Find the square root of 44415·5625, and the cube root of 970299.

7. A work can be accomplished by A. and B. in 3 days; by A. and C. in 5 days; by B. and C. in seven days. Find in what time it would be accomplished by all working together.

8. Wheat is bought at 39s. and 48s. a quarter; in what proportion must they be mixed so as to gain 25 per cent. by selling the mixture at 57s. 6d. per quarter?

Class II.—Geography.

1. Explain the following terms:
   Equator, hemisphere, parallel of latitude, first meridian and ecliptic.
2. On what do rainfall, mineral springs, hot springs and climate depend?
3. Give the principal mountain ranges of Asia and America.
4. What are the capes between Osborne and Cod on the eastern coast of North America?
5. Give the capitals of the following countries, and their chief products:
   Venezuela, Ecuador, Guiana, Brazil, Peru, Newfoundland, China, Beloochistan, British India, Wurtemburg, Hungary, Roumania, Montenegro and Bulgaria.
6. What are the chief islands included under Polynesia?
7. What are peculiar characteristics of the Caucasian, Mongolian, Ethiopian and the Malay, and how are they respectively distributed over the face of the globe?
8. What are the four great oceanic river-systems and the great rivers which constitute them?

Class II.—Euclid.

1. Define circle, rhombus, rhomboid and parallelogram.
2. If two angles of a triangle be equal to each other; the sides also which subtend, or are opposite to, the equal angles, shall be equal to one another.
3. If a side of a triangle be produced, the exterior angle is equal to the two interior and opposite angles; and the three interior angles of every triangle are together equal to two right angles.
4. If the square described upon one of the sides of a triangle be equal to the squares described upon the other two sides of it, the angle contained by these two sides is a right angle.
5. If a straight line be divided into any two parts, the square on the whole line is equal to the square on the two parts, together with twice the rectangle contained by the parts.
6. To describe a square that shall be equal to a given rectilineal figure.
7. A line drawn bisecting the angle contained by the two equal sides of an isosceles triangle, bisects the third side at right angles.
8. Given the base of any triangle, the area, and the line bisecting the base, construct the triangle.

Class II.—Grammar.

1. What is inflexion? What parts of speech are inflected, and for what reason?
2. Some plural nouns are used as singular, and other are used only in the plural. Give as many examples as you can of each.
3. Give the nine primary tenses, illustrating each tense in the active voice by "to write" and the passive voice by "to teach."
4. Distinguish between *strong* and *weak* conjugations, giving six examples of each with their preterites and past participles.

5. Classify the following adverbs:—
Then, within, twice, almost, nay, and consequently.
6. Give nouns with suffixes denoting,
1. Persons; 2. Abstraction; 3. Instrument.
Several examples should be given of each.
7. What may constitute the subject of a sentence?
8. Analyze the following sentences:—
1. Nine times the space that measures day and night
To mortal men, he fell.
2. To me the meanest flower that blows can give
Thoughts that do often lie too deep for tears.
3. Their ashes flew,
No marble tells us whither.

Class II.—Algebra.

1. Simplify

(*a*) $$\frac{(a+b)\ (a+c) - (b+d)\ (d+c)}{a-d}$$

(*b*) $1+x^4+x^8 \div 1+x+x^2$

2. Resolve in factors

$$x^4+x^3+x^2+x+1$$

3. Solve

$$\frac{8x+5}{14} + \frac{7x-3}{6x+2} = \frac{4x+6}{7}$$

4. Divide 80 into two parts, so that the difference between the greater and 90 may be equal to twice the difference of the less and 100.

5. A prize of $1,000 was divided between A. and B. so that their shares were in the proportion of 5 to 6. What was the share of each?

6. Solve

$$7x-3y=30.$$
$$9y-5z=34.$$
$$x+y+z=33.$$

7. Solve

$$\frac{x+1}{x-1} - \frac{x-2}{x+2} = \frac{9}{5}$$

8. The difference of two numbers is 4 and the difference of their cubes is 604. What are their numbers?

Class II.—History.

1. What Roman Generals visited Britain?
2. What Kingdoms constituted the Saxon Heptarchy?
3. State what you know of the following:
Star Chamber, Pride's Purge, Septennial Act, and the Stamp Act.
4. Under what circumstances did the English first settle in India?
5. Name and give dates for the several Acts of the British Parliament relating to the Government of Canada.
6. What difficulties were settled by the Washington Treaty?
7. Give a short account of the Canadian Pacific Railway scheme—when proposed—for what purpose—the legislation regarding it—and progress made.
8. What events in Canadian History have happened in the years 1791, 1763, 1867, 1837, 1858, 1755 and 1842?

Class III.—Geography.

1. The surface of the Earth is divided into five zones or belts. Give their names and latitudes or limits.
2. By what different names are periodical winds known in the different parts of the world?
3. North and South America may be divided into four great slopes, a northern, eastern, southeastern and western. By what great rivers are these respectively drained, and into what oceans do they discharge their waters?
4. Give the provinces and territories of the Dominion of Canada with their capitals.
5. In what counties are the following towns situated:
   Aurora, Seaforth, Picton, Brockville, Cornwall, Ottawa, Hull, Sherbrooke, and Three Rivers?
6. What are the rivers that flow into the North Sea or German Ocean?
7. What are the capitals of the following countries:
   Denmark, Sweden, Norway, Spain, Portugal, stating the rivers or otherwise on which they are situated?
8. Give a list of the Colonies and Foreign Possessions of Great Britain.

Class III.—History.

1. Give a sketch of the Government of Canada.
2. Write a short account of the capture of Quebec by General Wolfe.
3. State what you know of the United Empire Loyalists, and the circumstances under which they settled in Canada.
4. In what way did the following treaties affect Canada: Utrecht, Paris, Ashburton Treaty, Reciprocity, and the Washington Treaty?
5. Give an account of the Feudal System.
6. Describe the circumstances under which Magna Charta was granted, and give some of its provisions.
7. Write a short account of any two of the following: Marlborough, Pitt and Wellington.

Class III.—Grammar.

1. To what branch of the Teutonic Stock does the English Language belong? When and under what circumstances were words of Latin and Greek origin introduced into the language.
2. Give six nouns having double plurals, and the different meaning in each case.
3. Give as many instances as you can of dissyllabic adjectives which admit of suffixes of comparison.
4. Write out the preterite and perfect participle of the following verbs:
   Lie, tread, spin, climb, let, sit, wend, rive, strew and lay.
5. Classify the following pronouns:
   He, who, what, aught, any, every, each, neither and yours.
6. Analyze the following:
   "Buffon used to say, 'Genius is patience:'
   "Genius is common sense intensified," is another definition.
7. Parse:
   How do you do?
8. Turn into English Prose:

   How sleep the brave who sunk to rest,
   By all their country's wishes blest!
   When Spring, with dewy fingers cold,
   Returns to deck their hallowed mould,
   She there shall dress a sweeter sod,
   Than Fancy's feet have ever trod.

Class III.—Arithmetic.

1. How can a multiplication sum be done by addition, and a division sum by subtraction? How many times can 365 be subtracted from 1,000,000, and what is the last remainder?

2. Find the H. C. F. of 492, 1476, 1763, and the L. C. M. of 15, 26, 39, 65, 180.

3. Simplify.

(*a*) $(\frac{1}{3}+\frac{4}{7})\ \frac{20\frac{1}{4}}{3\frac{6}{7}+2\frac{1}{4}}$ (*b*) $\frac{\frac{7}{4-\frac{5}{6}}-\frac{5}{6-\frac{3}{8}}}{\frac{4}{7-\frac{4}{7}}+\frac{2}{4-\frac{2}{5}}}\times\frac{\frac{1}{1}-13}{\frac{1}{2}-\frac{27}{59}}$

4. There were three boys, A., B., C. A. had 5 cents, B. had two loaves, and C. three loaves. The loaves were equally divided between A., B. and C. A. paying B. and C. proportionately according to the quantity received from each. How much was paid by A. to B. and C. respectively?

5. B.'s income after paying 10 cents in the dollar income tax is $5,000. What was his original income?

6. Which is the better investment, 75 at 5 per cent., or 85 at 6 per cent?

7. What is the difference between *true* and mercantile discount? What is the difference between the true and mercantile discount on a bill of $500 discounted for three months at the rate of 6 per cent. per annum?

8. A. has $5,000 in 5 per cent. stock at 105. He sells out and invests in 7 per cent. stock at 135. What is the gain or loss in his income?

ROMAN CATHOLIC SECTION.

Class II.—Composition.

1. Correct the following sentences and explain why they are faulty:
   Say to him, if he is in the wrong, he should retrace his steps.
   When the morning came, and their breakfast was over, to their surprise, the carriage stood before the door.
   Any one whom he considered in all things subject to his absolute command.

2. Punctuate:

   Our last king
   Whose image even but now appeared to us
   Was as you know by Fortinbras of Norway
   Thereto prick'd on by a most emulate pride
   Dar'd to the combat in which our valiant Hamlet
   For so this side of our known world esteemed him
   Did slay this Fortinbras

3. Paraphrase the second question.

4. Write a letter to your benefactor.

5. What is meant by purity of diction?

6. Distinguish between direct and indirect form of speech.

Class II—Arithmetic.

1. What is the discount and present worth of a note of $584, drawn January 8th, at 11 months, discounted at the bank, May 10th, at 5 per cent?

2. If the interest of $120 is $5.84 in 126 days, what will it be for one year?

3. Simplify the following fractions :

$$(\tfrac{1}{2}+\tfrac{1}{3})+(\tfrac{1}{4}+\tfrac{1}{5})-(\tfrac{1}{2}-\tfrac{1}{3})\times(\tfrac{1}{4}-\tfrac{1}{5})$$

$$\left\{\frac{4\frac{1}{2}+5\frac{3}{4}}{5\frac{7}{8}-2\frac{1}{4}}\right\}\times\left\{2-\frac{3}{5\frac{1}{8}}\right\}\qquad\left\{\frac{3\frac{1}{2}-2\frac{1}{6}}{\frac{1}{4}\text{of}(\frac{1}{5}+\frac{1}{7}\div 15\frac{5}{9})}\right\}$$

4. A. can do a piece of work in 5 days, B. in 7 days, and C. in 8 days. How long will it take them to do it if they work together ?

5. What will be the cost of plastering a room 15 feet long, $18\frac{1}{2}$ feet wide, $9\frac{1}{2}$ feet high, at 18c. a yard ?

6. Extract the square roots of 10816, 505521.

7. Define ratio and proportion. Work the following problem by proportion : What is the present worth and discount of $25.44 at 6 per cent., payable in one year ?

8. A field of a triangular form, whose base is 530 40 yds. and altitude 248·50 yds. was sold at the rate of $28.75 a 100 sq. yds. How much did it cost ?

9. A farmer sold $\frac{2}{5}$ of his property, afterward he sold $\frac{2}{7}$ of it ; he valued the rest at $7,238.01. What was the worth of the property ?

Class II.—Grammar and Literature.

1. "That" is sometimes a relative pronoun, sometimes a pronounial adjective, and sometimes a conjunction. Write a sentence illustrating this statement.

2. Name all the properties of verbs and tell what each distinguishes.

3. Define a clause and enumerate those that most frequently occur, stating their respective functions in a sentence.

4. How many varieties of time does the Perfect Indicative denote ? Name them.

5. Analyze fully the following sentence, and parse the italicized words :

"*Xerces*, upon *whom fortune* had lavished all her favors, proposed a reward to the *inventor* of a new *pleasure*."

6. Give a definition of Metaphor, and mention faults which occur in its uses. Point out where the following is faulty : "Sailing on the sea of life, we are often in danger from the temptations around us."

7. Give a brief sketch of the literary career of Milton, and give a synopsis of "Paradise Lost."

8. Sketch the life of Edmund Spencer, and give a summary of the *Faerie Queen*.

9. Specify the characteristics of the *Knight's Tales*, and name their author.

Class II—Algebra.

1. Divide $24a^2b-12a^3cb^2-6ab$ by $-6ab$.

2. Define the following terms :

Coefficient, exponent, polynomial.

3. Clear the following equation of fractions :

$$\frac{x}{4}-\frac{x}{6}+\frac{x}{8}+\frac{x}{9}=12$$

4. What is elimination ?

State the principal methods of elimination.

5. Find by the rules of elimination, the values of x and y in the following equations :

$$\left\{\begin{matrix}\frac{1}{2}x+\frac{1}{3}y=6\\ \frac{1}{3}x+\frac{1}{2}y=6\frac{1}{2}\end{matrix}\right\}\qquad\left\{\begin{matrix}5x-y=13\\ 8x+\frac{2}{3}y=29\end{matrix}\right\}\qquad\left\{\begin{matrix}\frac{y}{10}-\frac{x}{4}+\frac{22}{8}=1\\ 3y-x=6\end{matrix}\right\}$$

6. A father says to his son, "Twenty years ago my age was four times yours ; now it is just double." What were their ages ?

7. Two clerks, A. and B., have salaries which are together equal to $900.00. A. spends $\frac{1}{10}$ per year of what he receives, and B. adds as much to his as A. spends. At the end of the year they have equal sums. What was the salary of each ?

8. What is the cube of $3x-6y$?

Class II.—History of England and Canada.

1. Write a short sketch on Thomas à Becket's early life; his quarrel with the Monarch; the principal articles of the Constitution of Clarendon.
2. Name the articles of Magna Charta.
3. Describe the condition of England in the thirteenth century under the following heads:

Religion.
Industry.
Manners.
Customs.
Learning.

4. What were the sources of the king's revenue under the Feudal System?
What was the Doomsday Book?
5. Tell what you know of Warren Hastings and his impeachment.
6. Relate what you know relative to the Treaty of Paris.
7. What was the nature of the proclamations issued Oct. 7th and Dec. 17th, 1763, with reference to the French population of Canada?
8. What lead to the discovery of the Mississippi River?
Who discovered it?
9. What were the causes which led to the Canadian Rebellion? Who was the French leader?

Class II—Physiology and Hygiene.

1. Define the terms Physiology and Hygiene.
2. What is the chief difference between veinous and arterial blood?
3. How would you treat a person suffering from the severing of an artery? A vein?
4. Describe the circulation of blood in man.
5. How does the blood get its impurities from the tissues?
6. How is the blood purified in the lungs?
7. Mention the chief secretory and excretory organs, and state the functions of each.
8. Give your view of a properly constructed school house, considering location, heating, ventilation, admission of light.

Class II—Geography.

1. Define ecliptic, zodiac, longitude, latitude, circle of illumination, magnetic pole.
2. Where are the deserts of Hindustan, and what is said of them?
3. What are the capitals of England, France, Ireland and Scotland?
What are the respective climates of these countries?
4. What peninsula is formed by the Mediterranean and the Adriatic Seas?
Its capital?
5. Bound Egypt, and name its principal river and its course.
6. What are the principal exports of Europe, America and Asia?
7. Give a short sketch of the Dominion of Canada with regard to its government, the different races of its inhabitants, the name of each province, with their respective capitals and staples.
8. Give the position and mention anything notable about the following places:
Lyons, Mt. Everest, Vesuvius, Quito, Caracas, Bristol, Alps, Genoa.
9. Prove that by knowing the difference of longitude of any two places we can determine the difference in their time.

Class II.—Euclid.

1. Give the definition of an angle.
2. Define the following terms:
Postulate, theorem, corollary, scholium, axiom.

3. Give the first four axioms of Euclid.
4. Any side of a triangle is less than the sum of the other two.
5. From a point within a straight line, only one perpendicular can be drawn.
6. If one side of a triangle is produced, the exterior angle is equal to the sum of the two interior and opposite angles; and the three interior angles of every triangle are equal to two right angles.
7. Describe a square that shall be equal to a given parallelogram or to a given triangle.
8. From a given point without a given straight line draw a line making a given angle with it.

Classes II and III.—Religious Instruction.

1. What is original sin?
2. How did our first parents commit it?
3. What have been the effects of it for our first parents and for us?
4. What connection has the original sin with the incarnation and death of our Lord?
5. What are the marks and signs of the true church?
6. What is actual sin, venial sin, mortal sin? How can they be forgiven?
7. Sketch the doctrine of the Church about Baptism and Eucharist?

Class III.—Writing.

Copy the following lines:

I saw the valley opening at the farther end and spreading forth into an immense ocean, that had a huge rock of adamant running through the midst of it, and dividing it into two equal parts. The clouds still rested on one half of it, in so much that I could discover nothing in it, but the other appeared to me a vast ocean, planted with innumerable islands, that were covered with fruit and flowers, and interwoven with a thousand little shining seas that were among them.

Class III—Grammar and Composition.

1. Analyze the following sentences and parse the words in Italics:

Reading *maketh* a full man; *conference* a ready man; writing an exact man.

I say there is no *such* thing as human *perfection*.

2. What is meant by declension of nouns?
3. Tell what pronouns are, and enumerate their properties and kinds, giving illustrations.
4. With what three parts given can we conjugate a verb, and what are these parts called?
5. Define tense, mood, voice, person and number.
6. Correct any error in the following sentences, giving reason for such corrections:

Henry is older, but not so large as Thomas.

Never be ungrateful, for this is one of the most heartless of sins.

We were struck with the grandeur of the scenery in the neighborhood of this cascade, and could not help admiring it.

7. Show the difference between John's, George's and Henry's father came too late; and John, George and Henry's father came too late.
8. Define a cognate object.

Class III—History.

1. Relate the story of Joseph, and the combat of David with Goliath.
2. Tell the principal events connected with the crossing of the wilderness by Moses and the children of Israel. Enumerate the principal miracles of our Lord Jesus Christ.

3. Sketch briefly the leading events of the administration of Frontenac.
4. Give a full account of the battle of Quebec and its surrender to the English, with date.
5. Write short historical notes on the following:
   Jacques Cartier and his discoveries.
   Subsidies and the 92 resolutions.
   Roberval.
   The Family Compact.
6. State some of the benefits bestowed by Alfred the Great upon his people.
7. Give an account of the exploits of Richard, Cœur de Lion, in Palestine. His return and his captivity.
8. What were the claims of Mary Stuart to the throne of England?
   What was her fate?

Class III.—Geography.

1. Define oblate spheroid, meridian, estuary, archipelago.
2. What causes a diversity of temperature in the same latitude? What are the effects of each?
3. Does the latitude of a place give its precise position?
4. Name the different Provinces of the Dominion of Canada, with their respective Capitals.
5. Name and locate two volcanoes in the Eastern Continent.
6. Give the position of France and write a note on its physical features, climate and natural productions.
7. Name and give the situation of the different Countries of Europe, with their Capitals.
8. What and where are the Alps, Batoche, Nile, Paraguay, Pampas, Rhine, Dardanelles?
9. What are the principal imports and exports of Canada?

Class III.—Arithmetic.

1. Define a fraction.
2. Find the value of ·4375 of £.
3. How many rails will enclose a field 7163 feet long by 3315 wide, provided the fence is straight, 6 rails high, the rails of equal length and the longest that can be used?
4. Simplify the following fractions:

$$\frac{\frac{3}{7}}{\frac{4}{5}}; \quad \frac{11\frac{2}{3}}{12\frac{3}{5}}; \quad \frac{\frac{4}{5} \text{ of } \frac{3}{5}}{\frac{2}{9} \text{ of } 4\frac{1}{2}}.$$

5. What is the capital which placed at 7% will bring a yearly income of $30.24?
6. What sum of money at the rate of 2% would bring an income of $48 in 90 days?
7. What must be paid now to cancel a note of $994.50, 1 year 9 months hence, at 6%.
8. If 1 acre will produce 27 bushels, 3 pks., 6 qts., 1 pt., of corn, what will 98 acres produce?

APPENDIX D.

BOARD OF EDUCATION'S OFFICE,

REGINA, 14th July, 1887.

SIR,—Referring to recent correspondence on the subject of the disposal of school lands in the Territories, and the protection of hay and timber thereon, I have the honor, by direction of the Board, to transmit herewith, for the consideration of the Honorable the Minister of the Interior, copy of a resolution passed at last meeting of the Board with respect to this question.

I also transmit copy of a circular addressed in March last to the chairmen of the various boards of school trustees, together with copies of the replies received thereto up to this date.

A review of this correspondence will, I think, show:—

1. That there is a lack of efficient inspection and protection of hay and timber on school lands throughout the Territories.

2. That in several parts of the country school sections have been pre-empted and that as yet no land has been set apart in lieu thereof.

3. That in the specially surveyed settlements of St. Laurent, Prince Albert, Edmonton, St. Albert, &c., school sections are settled upon, and no lands have been set apart in lieu thereof.

4. That very considerable loss of hay and timber on school sections has been occasioned by tresspass; that there appears to be negligence on the part of the officials appointed to look after such lands; and that it would be well to establish some more rigid system for their protection.

5. That a considerable revenue might be had by letting the privilege to cut hay on such lands by tender or otherwise, also by leasing these sections in the more settled districts for grazing or hay making purposes for a term of years, or until they are disposed of.

6. That a number of school sections are included in the various cattle ranche leases in the Territories. Will the school fund derive any benefit from this source?

7. That a number of school sections are included in the Indian reserves. Will any land be given in lieu of such sections?

It should be borne in mind that the replies above referred to, as received from the various trustees, derive greater weight from the fact that the views expressed are the opinions of actual settlers in the country, the greater number of whom are practical farmers resident in the school districts.

I have the honor to be, Sir,

Your obedient servant,

JAMES BROWN,

Secretary Board of Education.

To A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

APPENDIX E.

BOARD OF EDUCATION, PROTESTANT SECTION,

REGINA, 10th June, 1887.

Regulations with reference to the Granting of Certificates to Candidates who have had no Normal or Model School training:

Third class certificate:—A candidate on passing the required examination for a 3rd class certificate will be granted a 3rd class non-professional certificate, valid for one year.

On production of such certificate, at the expiration of that time, endorsed by the school inspector, the candidate will, subject to the approval of this section of the board, receive a 3rd class professional certificate, under which he must teach for at least two years.

Second class certificate:—On production of a 3rd class professional certificate, with two endorsements by the inspector of schools, and passing the required examination for a 2nd class certificate, a candidate will, subject to the approval of this section of the board, be granted a 2nd class non-professional certificate, valid for one year.

On production of such certificate, at the expiration of that time, endorsed by the school inspector, the candidate will, subject to the approval of this section of the board, receive a 2nd class professional certificate, under which he must teach for at least one year.

First class certificate:—On production of a 2nd class professional certificate, endorsed by the school inspecter, and passing the required examination for a 1st class certificate, a candidate will, subject to the approval of this section of the board, receive a 1st class professional certificate, valid during good behavior.

Candidates for admission to examination for a 3rd class certificate must be, if males, eighteen; if females, sixteen years of age. No certificate will be given to any candidate who does not furnish satisfactory proof of good moral conduct.

The following sections, under heading ("Persons eligible to receive various grades of certificates") in regulations passed 22nd April, 1885, are hereby repealed:

Re 1st class certificates			Section 3
Re 2nd	do	do	do 3
Re 3rd	do	do	do 2

NOTICE.

Notice is hereby given that no examination of candidates for teachers' certificates will be held in August next.

Regulations *re* provisional certificates:—Provisional certificates will be granted to teachers, not holding normal school or any class of certificates, on their sending the following information to the inspector of schools for the district in which they desire to teach, viz:

1. A recommendation from the board of trustees of the school district.
2. Evidence of good moral character.
3. Satisfactory evidence as to competency.
4. An application for the certificate in the applicant's own handwriting.

Provisional Certificates shall only remain in force for one year from the date of issue, but shall lapse sooner if the holder shall fail to pass the examination for a 3rd Class Certificate held during the year.

N.B.—All Provisional Certificates issued before the 6th May, 1887, shall continue in force until 31st March, 1888, but shall lapse sooner should the holder fail to pass the examination for a 3rd Class Certificate held in the interim.

By order,

JAS. BROWN,
Secretary Board of Education.

APPENDIX F.

Schools in Western Assiniboia.—Summer Term, 1887.

THOS. GROVER, B.A., Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Moose Jaw	1	2nd 1 Asst., 3rd	109	118
2. Qu'Appelle	2	1st 1 Asst., 2nd	96	65 49 } 114
3. Regina	4	2nd 2 Assts, 3rd	176	211
4. Kenlis	6	3rd	17	19
5. Wolseley	25	2nd	35	37
6. Fort Qu'Appelle	26	3rd	26	30
7. Maple Green	28	2nd	25	29
8. Wascana	29	Prov.	5	6
9. Round Plain	30	2nd	19	
10. Poplar Grove	31	Prov.	12	16
11. Thistle	32	3rd	15	15
12. Summerberry	33	Prov.	16	19
13. Summerhill	34	2nd	33	34
14. Westfield	35	Prov.	18	19
15. Greenville	36	Prov.	11	12
16. Abbottsford	37	Prov.	15	18
17. Mount Pleasant	39	3rd	25	29
18. Bonnycastle	40	3rd	25	30
19. Pheasant Forks	48	Prov.	22	26
20. Indian Head	49	2nd	35	50
21. Springbrook	50			Not open.
22. Caron	52			Not open.
23. Wide Awake	54	2nd	10	18
24. Spring Coulée	59	3rd	12	18
25. McLean	61			Not open.
26. Pasqua	63			Not open.
27. Boggy Creek	64	2nd	11	11
28. Prospect	65	Prov.	13	14
29. Tregarva	66	3rd	15	19
30. Victoria Plains	67			Not open.
31. Lake View	68			Not open.
32. Red Fox Valley	72	Prov.	10	11
33. Medicine Hat	76	2nd	84	102
34. Weed Hills	77	Prov.	13	
35. Maple Creek	80	2nd	27	33
36. Wellington	86	Prov.	15	15
37. Balcarres	87	Prov.	11	10
38. Two Rivers	89	Prov.	10	15
39. Strassburg	92			Not open.
40. Pheasant Valley	93	Prov.	26	29
41. New Tulscha	101			Not open.
			992	

33 Schools open.

1887.

1 Teacher with 1st Class Certificate.
12 do 2nd do
10 do 3rd do
14 do Prov. do

37 in 33 Schools, with 992 pupils.

1886.

0 Teachers with 1st Class Certificate.
10 do 2nd do
7 do 3rd do
14 do Prov. do

31 in 30 Schools, with 926 pupils.

The following Schools, open in 1886 were not opened in 1887:

Caron	52	14
Pasqua	63	15
Victoria	67	20
Lake View	68	8

4 Schools with 57 pupils.

Schools in Eastern Assiniboia.—Summer Term, 1887.

JOHN HEWGILL, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Broadview	5	1st	41	
2. Wapella	11	Prov.	36	
3. Moosomin	12	1st 1 Asst., Prov.	100	
4. Little Pipestone	14	3rd	20	
5. Montgomery	15	Prov.	11	
6. St. John	16	Prov.	13	
7. Park	20	3rd	20	
8. Eden Grove	21	3rd	22	
9. Rocanville	22	Prov.	10	
10. Revine Bank	27	Prov.	28	
11. Sunnymead	38	Prov.	14	
12. Hillburn	43	Prov.	22	
13. Fleming	45	3rd	18	
14. Fairfield	46	3rd	19	
15. Faulkner	53	Prov.	13	
16. Meadow Lea	55	Prov.	16	
17. Lansdowne	56	Prov.	15	
18. Whitewood	57	Prov.	30	
19. Ivy	58	Prov.	16	
20. Buffalo Head	60	Prov.	10	
21. Rillington	62	Prov.	18	
22. Dalesboro'	69	Prov.	10	
23. Golden Plain	70	3rd	11	
24. Kinbrae	73	3rd	13	
25. Derry Grove	74	.....	.....	Not open.
26. Boscurvis	78	Prov.	12	
27. Carnduff	81	Prov.	8	
28. Welwyn	82	Prov	10	
29. Clare	83	Prov.	10	
30. Orangeville	88	Prov.	10	
31. Forest Farm	90	Prov.	16	
32. Glen Adelaide	94	3rd	12	
33. Alameda	96	Prov.	10	
34. Orkney	97	.....	.....	Not open.
			614	

32 Schools open.

1887.

2 Teachers with 1st Class Certificate.
8 do 3rd do
23 do Prov. do

33 in 32 Schools, with 614 pupils.

1888.

0 Teachers with 1st Class Certificate.
1 do 2nd do
2 do 3rd do
14 do Prov. do
1 do No Certificate.

18 in 18 Schools, with 407 pupils.

Protestant Schools in Calgary and Macleod Districts.

REV. J. McLEAN, M.A., Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Calgary	19	1st 1 Asst., 2nd	128	
2. Macleod	47	3rd	32	Public School.
3. Lethbridge	51	2nd	56	
4. Glenbeg	79	.....	.....	Not open.
5. Pine Creek	84	2nd	16	
6. Midnapore	85	Prov.	10	
7. Spring Bank	100	.....	.....	Not open.
8. National Park	102	2nd	22	Public School.
9. Gleichen	103	1st	17	Public School, opened Oct. 10, 1887.
			281	

1887.

7 Schools open, with 281 pupils.

2	Teachers with	1st Class	Certificate.
4	do	2nd	do
1	do	3rd	do
1	do	Prov.	do
8			

1886.

3 Schools open, with 170 pupils.

7	Teachers with	1st Class	Certificate.
1	do	3rd	do
2	do	Prov.	do
10			

Protestant Schools in Edmonton District.

REV. A. B. BAIRD, B.D., Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Edmonton	7	1st	69	
2. Belmont	23	2nd	32	
3. Sturgeon	24	Prov.	12	
4. Victoria	75	Prov.	30	
5. Fort Saskatchewan	91	1st	21	
6. East Edmonton	98	Prov.	15	
7. Red Deer Central	104	Prov.	6	Opened Oct. 1, 1887.
			185	

1887.

7 Schools open, with 185 pupils.

2	Teachers with	1st Class	Certificate.
1	do	2nd	do
4	do	Prov.	do
7			

1886.

3 Schools open, with 130 pupils.

1	Teacher with	1st Class	Certificate.
1	do	3rd	do
1	do	Prov.	do
3			

Protestant Schools in Prince Albert District.

REV. CANON FLETT, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Prince Albert	3	1st	52	
2. St. Andrews	8	3rd	47	
3. Colleston	9	2nd	14	
4. Prince Albert East	10	1st	36	
5. Saskatoon	13	2nd	57	
6. Red Deer Hill	17	Prov.	17	
7. St. Catherines	18	Prov.	31	
8. Lindsay	41	2nd	42	
9. Kinisteno	42			Not open.
10. Island Lake	44	Prov.	11	
11. St. Leonards	95	Prov.	13	
12. Saskatchewan	99			Not open.
			320	

1887.

10 Schools open, with 320 pupils.

2	Teachers with	1st Class	Certificate.
3	do	2nd	do
1	do	3rd	do
4	do	Prov.	do
10			

1886.

10 Schools open, with 374 pupils.

1	Teacher with	1st Class	Certificate.
3	do	2nd	do
6	do	Prov.	do
10			

Protestant Schools in Battleford District.

P. G. LAURIE, Inspector.

Name.	No.	Teacher's Certificate.	Number of Pupils.	Remarks.
1. Battleford	71	Prov.	33	

1886.

Prov. Certificate. 34 pupils.

Roman Catholic Schools in Edmonton District.

REV. FATHER LEDUC, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Saskatchewan	2	Prov.	8	
2. St. Albert	3	1st, 2 Assts.	80	
3. St. Léon	4	Prov.	28	
4. Cunningham	5	1st, 1 Asst.	54	
5. Bellerose	6	Prov.	15	
*6. St. François Xavier	7			Not open.
			185	

* This School has not been opened for two years.

1887.	1886.
5 Schools open, with 185 pupils.	5 Schools open, with 206 pupils.
2 Teachers with 1st Class Certificate.	2 Teachers with 1st Class Certificate.
6 do Prov. do	6 do Prov. do
8	8

Roman Catholic Schools in Prince Albert District.

REV. PÈRE DOMMEAU, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. St. Antoine	1	Prov.	30	
2. Stobart	8	3rd	18	
3. St. Laurent	9	1st	27	
4. Lourdes	10	2nd	15	
5. Taché	13	Prov.	28	
6. St. Louis de Langevin Est	14	3rd	32	
7. St. François de Taché	16	Prov.		Just opened.
8. Prince Albert, Sep.	6	1st, 3 Assts.	80	
			230	

1887.	1886.
8 Schools open, with 230 pupils.	3 Schools open, with 62 pupils.
2 Teachers with 1st Class Certificate.	1 Teacher with 1st Class Certificate.
1 do 2nd do	1 do 2nd do
2 do 3rd do	1 do Prov. do
6 do Prov. do	3
11	

Roman Catholic Schools in Calgary District.

J. W. COSTELLO, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Lacombe, Sep...	1	3rd, 2 Assts.	106	Same in 1886.

Roman Catholic Schools in Battleford District.

E. RICHARD, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. St. Vital of Battleford	12	1st	65	An increase of 5 pupils.

Roman Catholic Schools in Assiniboia.

DR. SEYMOUR, Inspector.

Name.	No.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
1. Lebret.	12	2nd	49	
2. St. Joseph de Dauphinais.....	15	Prov.	29	
3. St. Andrew, Sep	2	1st	14	
4. St. Mary do	3	Prov.	12	
5. St. Margaret do	4	Prov.	16	
6. St. Peter do	5	Prov.	13	
			133	

1887.

6 Schools, with 133 pupils.

1	Teacher with	1st Class	Certificate.
1	do	2nd	do
4	do	Prov.	do
6			

1886.

2 Schools, with 78 pupils.

1	Teacher with	1st Class	Certificate.
1	do	Prov.	do
2			

PART V.

NORTH-WEST HALF-BREED COMMISSION.

PART V.

NORTH-WEST HALF-BREED CLAIMS COMMISSION.

OTTAWA, 10th January, 1888.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—We, the undersigned, have the honor to report that, under the powers vested in us by the Order in Council of the 19th May last and by the Commission issued to us bearing the same date, we have completed the investigation of the claims of half-breeds who were residents on the 15th July, 1870, within the limits of that portion of the North-West Territories which has been ceded by the Indians under treaty, and also of the claims of "original white settlers," or their descendants, not being half-breeds, who, between the years 1813 and 1835 both inclusive, went to any part of the North-West Territories, the Indian title in which has since been extinguished, and who were residing in such ceded portions of the Territories on the 26th May, 1874.

We left Winnipeg on the 7th of June last, accompanied by Mr. James Anderson, the Secretary of the Commission, and reached Prince Albert on the 19th of that month, at which place sittings of the Commission were held as well as at Fort Qu'Appelle and St. Laurent, *en route*.

From Prince Albert we proceeded in an open boat (York boat) to the following places, namely :—

Fort à la Corne, Cumberland House, Birch River Portage, The Pas, Moose Lake, and Grand Rapids, on the North Saskatchewan River; Norway House, on the east branch of the Nelson River; Poplar River, Berens River, Fisher River, and Fort Alexander, on Lake Winnipeg.

Owing to the prevailing storms and adverse winds on the lake at that season, we had a long and perilous passage, and did not reach Selkirk until the 24th September.

In accordance with the instructions to that effect contained in your letter of the 27th September last, we left Winnipeg on the 6th of October for Green Lake, *vid* Qu'Appelle, Batoche and Carlton, arriving at our destination on the 20th of that month, and held sittings of the Commission at that place up to the 24th, when we embarked on our return journey. A stop of four days was made *en route* at Duck Lake and Batoche, and on the 9th of November we again returned to Winnipeg, after having travelled by trail over 800 miles, to and from Green Lake.

Fort Pelly was next visited, at which place sittings of the Commission were also held, and the work commenced by the Commission in the spring of 1885 was most satisfactorily concluded.

We then returned to Winnipeg, which we reached on the 26th November.

Mr. E. McColl, the Superintendent of the Manitoba Indian Agencies, who accompanied the Commission, while in his district, for the purpose of dealing with the applications made by the half-breeds attached to Indian bands to withdraw from treaty in order to participate in the half-breed grant, rendered the Commission valuable service, and exercised very great care in permitting only such of them to sever their connection with their respective bands as could satisfactorily show that if they were granted their discharge from treaty they would be in a position to support themselves and families without any further assistance from the Government.

Five hundred and sixty-five applications were dealt with by the Commission during the past season, which are all entered in numerical order in the registers, marked "A" and "B," which contain, besides, a précis of each claim, the decision arrived at and the action taken by the Commission in each case.

The registers above referred to are accompanied by an alphabetical index, marked "C," of the names of all the persons whose claims are entered therein.

The nature of these claims may be classified as follows:—

Claims allowed of persons who have never taken treaty.....	28
Claims allowed of persons who obtained their discharge....	321
Claims allowed of legal representatives of deceased half-breeds	54
Claims allowed of original white settlers.....	2
Claims reserved of persons who were residing on 15th July, 1870, within the original limits of the Province of Manitoba.....	7
Claims reserved of persons who were residing on 15th July, 1870, in those portions of the North-West Territories in which the Indian title has not yet been extinguished	73
Claims requiring further evidence.....	49
Claims disallowed.....	31
	565

A detailed statement, marked "D," is attached hereto, showing the number and the nature of claims preferred at each place visited by the Commission.

Scrip certificates have been issued by the Chairman of the Commission as follows:—

Money Scrip.

Form A, 344, amounting to.....	$72,070 00
Form B, 146.....	9,734 15
	$81,804 15

Land Scrip.

Form C, 13.....	3,120 acres.

Certificates on the form A, to the value of $1,160, which are included in the above statement, have been issued on applications which were made in 1885 or 1886 but which were then reserved for further evidence, and certificates on the form B, amounting to $771.83, also included in the statement already referred to, have been issued to the heirs of deceased half-breeds whose claims were proved in 1885 or 1886 but who had not received their shares as such heirs.

At Norway House, Fisher River, and Fort Alexander, there are large settlements of half-breeds residing on Indian reserves, and in receipt of Indian annuities, but who all preferred to remain members of the Indian bands to which they belong, and to continue to enjoy as such all treaty privileges.

A schedule is also appended hereto, marked "E," of the claims preferred before Mr. Roger Goulet, in January and February, 1887, at sittings of the Commission, held at the several points mentioned therein, on Lakes Manitoba and Winnipegoosis.

We feel that we cannot close our report without acknowledging, in some measure, the great kindness and attention we received from the members of the

clergy and the Hudson's Bay Company officers, at the several missions and posts we visited, and for the facilities that were afforded us for the prosecution of the work of the Commission.

We have the honor to be, Sir,

Your obedient servants,

R. GOULET,

N. OMER COTÉ,

Commissioners.

D.—Detailed Statement of Claims dealt with by the North-West Half-Breed

Places Visited by the Commission.	Claims Allowed.								
	Non-Treaty Half-Breeds.			Treaty Half-Breeds.			Legal Representatives of Deceased Half-Breeds		
	Heads.	Children.	Total.	Heads.	Children.	Total.	Heads.	Children.	Total.
Winnipeg	.....	3	3	4	9	13	.....	.....	.....
Fort Qu'Appelle	.....	.....	.....	.....	1	1	.....	.....	.....
St. Laurent, Batoche and Duck Lake	.....	3	3	.....	.....	.....	.....	2	2
Prince Albert	1	2	3	7	17	24	7	5	12
Fort à la Corne	1	.....	1	.....	.....	.....	.....	.....	.....
Cumberland House	3	2	5	36	68	104	7	8	15
Birch River Portage	.....	.....	.....	19	30	49	1	.....	1
The Pas	.....	.....	.....	22	48	70	6	14	20
Moose Lake	.....	.....	.....	5	8	13	.....	.....	.....
Grand Rapids	.....	.....	.....	6	13	19	.....	2	2
Norway House	.....	1	1	7	7	14	.....	.....	.....
Poplar River	.....	.....	.....	.....	2	2	.....	.....	.....
Berens River	2	2	4	.....	.....	.....	.....	.....	.....
Fisher River	.....	.....	.....	1	.....	1	.....	.....	.....
Fort Alexander	1	3	4	.....	.....	.....	.....	2	2
Devil's Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Lake	1	2	3	.....	1	1	.....	.....	.....
Russell	.....	1	1	.....	.....	.....	.....	.....	.....
Fort Pelly	.....	.....	.....	3	7	10	.....	.....	.....
Totals	9	19	28	110	211	321	21	33	54

Ottawa, 10th January, 1888.

Commission, under the authority of the Order in Council of the 9th of May, 1887.

Original White Settlers.			Total Claims Allowed.	Claims Reserved.					Claims Disallowed.	Grand Total.	Money Scrip Issued.	Land Scrip Issued. Acres.
Living.	Died.	Total.		Residing in Manitoba on July 15, 1870.	Resident 16th July, 1870, in Territory not yet ceded.	Further Evidence required.	Original White Settlers.	Total.			$ cts.	
1	.....	1	17	.....	4	8	.....	12	.....	29	4,332 85	.....
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	557 70	.....
.....	.....	.....	5	.....	2	5	.....	7	.....	12	1,723 32	.....
.....	.....	.....	39	3	4	1	.....	8	6	53	5,002 73	2,400
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	523 33	.....
.....	.....	.....	124	.....	4	6	.....	10	6	140	24,037 32	240
.....	.....	.....	50	.....	.....	.....	.....	.....	1	51	9,790 46	.....
.....	.....	.....	90	1	.....	1	.....	2	10	102	20,256 37	.....
.....	.....	.....	13	.....	.....	1	.....	1	.....	14	2,480 00	240
.....	.....	.....	21	.....	.....	4	.....	4	3	28	4,260 07	.....
1	.....	1	16	.....	4	3	.....	7	.....	23	3,100 00	.....
.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2	430 00	.....
.....	.....	.....	4	.....	.....	.....	.....	.....	.....	4	800 00	.....
.....	.....	.....	1	.....	.....	6	.....	6	.....	7	110 00	.....
.....	.....	.....	6	.....	.....	2	.....	2	4	12	1,360 00	.....
.....	.....	.....	.....	.....	8	.....	.....	8	.....	8	.....	.....
.....	.....	.....	4	.....	47	4	.....	51	.....	55	880 00	.....
.....	.....	.....	1	2	.....	.....	.....	2	.....	3	.....	240
.....	.....	.....	10	1	.....	8	.....	9	O.W.S. 1	20	2,160 00	.....
2	.....	2	405	7	73	49	.....	129	31	565	81,804 15	3,120

R. GOULET,
N. OMER COTÉ, } *Commissioners.*

[PART V] 7

E.—Statement of Claims investigated at sittings of the Commission, held at the following places, on Lakes Manitoba and Winnepegoosis, in January and February, 1887.

Place.	Treaty.		Non-Treaty.		Reserved.			Total.	Money Scrip.	
	$160	$240	$160	$240	Further Evidence.	Residents of the Province of Manitoba, on 15th July, 1870. $160	Residents of the Province of Manitoba, on 15th July, 1870. $240		$ cts.	
Totogan and Sandy Bay	23	43	.....	3	2	16	31	118	13,760 00	Money Scrip issued—
Manitoba House	12	28	.....	2	14	.....	3	59	10,030 00	$
The Narrows	3	13	.....	.....	.....	.....	.....	16	3,360 00	Form A, 165 = 35,580
Fairford	8	14	1	5	.....	.....	.....	28	5,600 00	Form B, 18 = 2,320
Water Hen River	4	9	.....	.....	.....	.....	.....	13	2,160 00	Form D, 13 = 2,880
Pine River	.....	4	.....	.....	.....	.....	.....	4	960 00	196 = 40,780
Duck Bay	5	11	.....	.....	2	.....	.....	18	3,440 00	
Winnipeg, scrip issued at, including claim of one "Original White Settler," $160	.....	.....	.....	.....	.....	.....	.....	.....	1,470 00	No land scrip issued.
Totals	55	122	1	10	18	16	34	256	40,780 00	

Ottawa, 10th January, 1888.

R. GOULET.
Chairman.

[PART A]

PART VI.

ROCKY MOUNTAINS PARK.

PART VI.

REPORT OF THE SUPERITENDENT OF ROCKY MOUNTAINS PARK.

To the Honorable Thos. White,
Minister of the Interior,
Ottawa.

Sir,—I have the honor to present the following report on the works carried on in the Park under my supervision.

The topographical survey, under instructions from the Surveyor General, was commenced in February, 1886, and completed in November of the same year. The particulars of these surveying operations are contained in my report to the Surveyor General, dated the 15th day of December, 1886. These particulars it will not be necessary to repeat here. But it may be added that at the close of the survey, in November, an area of over 13,000 acres had been covered during the 270 days occupied on the survey—including the laying out of two town sites—and within this area upwards of 1,100 permanent monuments had been established, and more than 2,500 additional topographical observations of the ground taken, so that the field notes contain a record of every sinuosity of the surface of the ground over the tract included within the extent of the survey.

During the progress of the survey it became evident that an effort must be made to meet the necessities of the public in their desire to reach the sulphur springs. The only means of doing so at that time was over a rough mountain path, cut through the woods from the railway to the springs. This means of access was difficult enough for persons in good health and strength, but extremely difficult, and in many cases impossible for persons laboring under bad health or debility. These facts were represented to you in the spring of 1886, and immediate steps were taken to remedy the state of affairs and remove the existing difficulties, and on the last day of May I received instructions to at once open up a road from Banff station to the Hot Springs.

The chief difficulty presented in the construction of the road was the passage of the Bow River which lay across the line of the proposed road, about midway between the two extremes, and which, at the point of crossing, is about 300 feet wide. The mode of crossing the river hitherto had been by means of canoes and other small craft, and at a point immediately at the head of the rapids which descended to the falls, a total descent of about 70 feet in half a mile, thus making the place where the public crossed extremely dangerous, as a slight accident might hurl the occupants of the boats down the falls to certain death.

The many visitors then coming in to take the benefit of the springs, the daily increasing freshets in the river with the attendant dangers, made it a matter of the first importance that a bridge should be constructed without delay.

The width of the river was about 300 feet, and the depth 20 feet at high water at a point above the rapids selected for the bridge, and it was decided that a bridge on the floating principle was best adapted to the circumstances,—time being the chief element in the problem to be solved.

The few men at my command were at once despatched to the woods to procure the necessary timber, and lumber was ordered from the nearest market.

The first week in June was occupied principally in procuring men, tools and materials for the construction of the bridge, and during the second week it was put

together, floated down the river to its destination, and on the evening of June 12th it was swung round into its place and secured.

A safe and convenient crossing of the river being thus obtained in six working days, and at a cost of $600, the road towards the station on one side and towards the Hot Springs on the other was pushed on with vigor. The part towards the station—two miles in extent—was over level ground, but presented a very rough surface, covered by a thick growth of scrub. Three bridges over streams on this section were also constructed.

The line of the proposed road towards the Hot Springs presented many difficulties besides the perpendicular ascent along the side of the mountain of some 700 feet in a distance of two and a-half miles.

The growth of timber was extremely thick, and the constant succession of deep ravines or gullies and rock projections rendered it a matter of great difficulty, not only in procuring the best location for the road, but the work of construction was heavy and tedious. The guiding object in the location was to obtain the best possible site for the road, so that the work done would be permanent and not lost by any possible necessity for altering the location at any later date. This object was attained, and any work done since, or to be done in the future, will consist simply in improving it as originally laid down.

The portion of the road from the station to the Bow River was soon opened, and sufficient grading done to put it in a condition suitable for the public traffic; and then the whole available force was placed on the mountain section, from the river to the Hot Springs.

The necessity for this work to be advanced with all despatch was made evident by the many inquiries from a distance by invalids and others desirous of reaching the Springs, and the work was consequently pushed on with vigor, and by the first week in July carriages were passing with ease from Banff Station to the Hot Springs over a very fair road.

Easy access to the Hot Springs being now secured, it became necessary to construct a road to the Cave and Basin, this point being of the greatest interest to the public, as well as utility to persons suffering from rheumatic complaints. This road, one mile in length, was opened by the middle of July.

A road was also constructed leading to the Falls and Spray River, and a branch road from this leading along the bank of the Bow, was also opened during the remaining months of summer.

While these works of construction were in progress, the topographical survey was carried on, and completed for the season by the 25th of November, and at the same time the new town site was laid out on the left bank of the Bow River, at a place well suited for the business transactions of the future inhabitants of the Park.

After the general works of road construction were closed down for the season, a small force of men was employed in driving a tunnel into the Cave, and these men were thus occupied during most of the winter months.

The original mode of access to the Cave was through a natural aperture at the top of the cone forming the roof, and the descent from there to the water level was by a ladder 45 feet in length. The many dangers attending this mode of access, rendered it necessary to devise something better and attended with less risk to the visitor, and indeed persons in a weakly state or delicate health, seeking relief by the virtues of water in the Cave, were prevented from attaining their object by reason of the dangerous means whereby they were required to reach these healing waters.

It was obvious that serious accidents might occur at any time, and the Government held responsible for the consequences, by reason of allowing this shaky and slippery ladder to remain any longer in use. These facts were reported to you, and immediate orders returned to carry out the suggestions of opening a tunnel on a level grade from the terrace below, over which the water from the Cave discharged. This was done during the winter months with success, and added much to the attractions and natural curiosity of the Cave, as well as affording a perfectly level and easy mode of access to its waters.

During the winter the Canadian Pacific Railway Hotel Company commenced operations on their hotel, at a site allotted to them, affording some of the finest scenery in the Park. The work of excavating the foundation proceeded till the opening of the spring of 1887, when the building was commenced.

To enable the Hotel Company to convey their material, &c., to the site of their building, it became necessary to open the avenue leading thereto, and as early as possible a force of men was put on this work. This avenue leads from the Bow Bridge along past the Canadian Pacifice Railway Hotel, and will ultimately be extended along the left bank of the Spray River. The work on this avenue consisted in close chopping, grubbing and sufficient grading to make the road serviceable for the heavy teaming which had to pass over it by the conveyance of the building material for the hotel. The final gravelling and surfacing of the road were reserved till such traffic was ended.

This hotel is now about completed and is an ornament to the Park and a credit to the enterprising proprietors.

The roads opened for traffic in the summer of 1886 were constructed during the dry season when no surface water was visible, and the many small springs running down the mountain side were so confined to their natural beds as to make it impossible to form a correct judgment as to the best mode of meeting the drainage question. No attempt was therefore at this time made to complete the road bed, as the labor of doing so would unquestionably be thrown away. The opening of the spring, however, afforded the information required, and the necessary drainage was forcibly indicated before the frost had completely left the ground. The work of ditching and culvert construction was commenced as early as possible on the main avenue from the station to the Hot Spring and from the Bow River to the Cave. These being the chief thoroughfares, every effort was made to render them of first class quality and permanent. Much of the past summer was devoted to this object as its importance was considered as second to none other, and it is satisfactory to know that the public appear to appreciate the efforts that were made for their comfort and safety.

The winter of 1886–87 was one of unusual severity both as regards low temperature and the heavy snow fall, and in consequence of the limited experience of the actions of the river in the Park during the spring freshets, some doubts were entertained as to the ability of the floating bridge to resist the great strain on it which might be expected at high water. The unusual quantity of snow which had fallen in the mountains at the sources and along the valleys of these rivers must necessarily raise them to an unprecedented height; no one here had ever seen such a winter, and consequently no one could anticipate what the results might be when this immense quantity of snow was converted into water and precipitated down these mountain torrents.

To add to these difficulties it was ascertained early in the winter that a large quantity of saw logs was being taken out on the Bow River, and which must inevitably pass this place in the early spring. This was the first time that saw logs had been floated down the Bow River from above this point and no provision had been made for them on any of the bridges, and the probability was that they must suffer the consequences. As regards our floating bridge here, it being of a temporary nature and expected to be required for only one year, it was thought that it might be sustained for the short period necessary for the passage of the logs, and this conjecture would have proved correct had not an accident occurred, quite independent of the saw logs, to destroy its usefulness for a time.

As the water rose in the river means were taken to strengthen and secure the bridge, and an opening made for the passage of logs and other floating timber, and men stationed on the bridge day and night to clear the logs and pass them through the opening left for the purpose. By this means the floating timber of all descriptions was being readily discharged through the bridge when an unfortunate accident occurred. A heavy raft of timber loaded with cord-wood had been brought down the river and moored some distance above the bridge. This mass of timber, much

heavier than the bridge itself, broke from its moorings and swept down the river with the terrible velocity of the Bow River, at its even greater than usual flood height, and struck the floating bridge, end on, about the middle. This shock did not break the bridge nor disturb a plank, but the large wire cable which moored it at one end parted, and the bridge swung round on the cable at the other end and landed at the left bank without sustaining any further damage than the breaking of the cable.

Of course this unfortunate accident made it necessary to resort to what canoes and other craft could be procured for the passage of the river, but no time was lost in the endeavor to restore the bridge to its place, and the only delay was caused by the want of the necessary appliances at hand to warp the structure up stream. Messengers had to be sent to Calgary and even farther to procure rope, blocks and tackle, and precious days were lost in this way. The first attempt failed through the breakage of the ropes, and after stronger cables were procured and the bridge thoroughly strengthened it was successfully replaced in its original position, nine days after it was carried away.

The piers for the Bow Bridge were commenced as early as possible in the spring of 1887, and had the season between the going out of the frost and high water been as long as in other years, the time would have been ample for the work necessary for the completion of the masonry, but the lateness of the spring and the sudden rise and the unusual height of the river before the end of May scarcely sufficed to complete the piers, and the water was near its full height before the contemplated rip-rap round their bases could be built. In consequence, therefore, of the exposure of the piers to this severe trial in their unfinished state, added to the green state of the mortar which had not time to set, a very unsatisfactory combination of circumstances ensued, and it could hardly be expected from the immense quantity of timber of various kinds floating down the river with great velocity that the piers could escape from injury. As it was, a large accumulation of drift timber, saw logs, and whole trees with extended roots, lodged against the piers, and soon began their work of destruction by excavating under the foundation of the up stream end.

Preparations were made as expeditiously as possible to remove the timber from the piers and build in the rip-rap, but during the night the work of destruction on one pier was completed and a portion of its up-stream end fell. No time was lost, however, protecting the other piers; the accumulated timber was removed and a large quantity of rip-rap built up, and then safely secured, and though the river rose higher afterwards still no further damage was done. The superstructure had been ordered early in the winter and was expected to be ready for erection in May, but owing to delays in the manufacturing, it did not arrive for some months later, but as the water was unusually high at the time the bridge superstructure was expected and remained high much longer than contemplated, it would have been difficult, indeed impossible, to have erected the bridge at an earlier date than July, when its erection began.

No false work could have stood the shock of the floating timber which swept down the Bow, particularly at the site of the bridge where the current runs, at high water, at nearly 20 miles an hour.

The bridge was completed and opened for traffic on the 19th of October.

The abutments of the Spray Bridge were built in the autumn of 1886, but not fully completed, as it was thought advisable to ascertain more definitely the probable height of the spring floods and the action of the ice in winter in this river, which from the previous year's experience was known to be of a very treacherous and fluctuating character. The superstructure was not erected till the following summer, and in the meantime it was found advisable to raise the abutments some two feet higher to insure a full clearance for the ice and other floating substances. In consequence of the raising of this bridge the approaches had to be raised in proportion, and the additional expense consequent thereon incurred.

When the improvements at the Cave were first contemplated it was thought that the driving of the tunnel through into it, the deepening of its pond, and clearing of the

rough rocks from the bottom would constitute the whole of the work necessary, but it was soon found from the nature of the rock which composed the sides and bottom that a very treacherous substance had to be dealt with, and every precaution would be necessary to insure success in any works carried out in connection therewith.

The whole Cave is a deposit principally of carbonate of lime, and when the natural dam across the outlet was taken away to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that extreme care would be necessary to protect the Cave from destruction by the exposure of new inlets of water and the undermining action of these streams. As the fragments of rock were removed new apertures were visible, and streams of quicksand appeared which were before hidden. It was therefore obvious that the work now begun must be carried on in the most thorough manner, and nothing left to the chance of accident in the future that foresight could provide against. It was therefore decided that the work must be done and completed once for all, and the necessary steps were taken.

The whole area of the pond was completely cleared of loose and projecting rocks; the deposit of sand and gravel forming the natural dam was removed and a good substantial wall of masonry constructed surrounding the whole pond. By this means the pond was enlarged to nearly three times its original dimensions and deepened to about four feet. A solid masonry wall was substituted for the natural dam with an iron outlet pipe with valve to regulate the height of the water. The whole of the masonry was laid in Portland cement and the inside face of the wall plastered with a thick coat of the same.

It is sufficiently evident that nothing short of the most thorough treatment of this work would have been justifiable. Accidents might have occurred of a very disastrous nature if the work had stopped short of thorough completion, and it is satisfactory to know that the improvements, thus affected, are amply appreciated by all who have inspected or indulged in a plunge in these waters.

From the exposed nature of the "Basin" no doubt could be entertained of the necessity for putting it in a condition that the public could avail themselves of its use. Unlike the Cave, it is opened and exposed, with no protection for the bather from cold or the exposure of the person. Its formation in other respects is similar to the pond in the Cave. The rock is of the same treacherous character, and required extreme care in its treatment, and it was soon found that the same precautions would be necessary as were taken in the case of the Cave. An immense quantity of rubbish had accumulated at the bottom, which on being stirred up by the bather and held in suspension, the waters became no longer transparent, but formed a mass of semi fluid, filthy looking matter that would deter anyone from going into it who expected to be cleansed on coming out.

The first operation in the way of carrying out the contemplated improvements in this pond, was, therefore, to remove the natural dam and clear away this deposit. It was thought at first that this, with the removal of some of the loose and projecting rock, would constitute nearly all the labor required, but on draining out the water and exposing the rock, previously covered by water, the effects experienced in the Cave became apparent, and the rocks began to crumble, and the quicksands to ooze out from many apertures not visible before, and at last an immense mass of rock cracked and separated from the projecting bank and threatened destruction to the whole work.

Of course this loose and partially detached rock could not be left in this position; even if it never fell it would have the effect of deterring any bather from entering the waters, and the work of removing it was at once commenced; and to provide against similar mishaps, it was decided to remove all loose rock and build a substantial wall of masonry round the Basin as in the Cave.

The Basin was then enlarged to about three times its original capacity, and the floor levelled off, and the whole deepened to about an average depth of five feet from the top of the walls. A masonry dam was built with waste pipe and valves complete for regulating the depth of water, and a comfortable swim can now be taken without

danger from any source. This is a favorite resort for bathers, and it is pronounced as near perfection as it is possible to make it, notwithstanding the predictions of some critics during its construction that it would prove a failure.

It may readily be conceived that the cost attending these improvements must necessarily far exceed the anticipated estimates, but any candid mind must admit that full value for the outlay has been realized, and nothing short of a complete and substantial execution of these works could be justified. It was late in the autumn when these works were finished and the season for the rush of visitors to the Park nearly over, so that another season will be necessary to test to the full the great popularity of these bathing resorts.

Rustic buildings have been erected in the Swiss style, of the timber of the mountains, on good stone foundations. The buildings consist of waiting rooms and dressing rooms for ladies and for gentlemen in each building. A separate building in the same style situated between the two bath houses is occupied by the caretaker and his wife whose time has to be devoted to attendance on bathers and visitors. The bath houses are heated in winter by stoves, and every available means is taken to add to the comfort of the bathers.

Much disappointment had been expressed by visitors to the Park at sundry times that communication with Devil's Lake had not been provided to enable tourists, artists and sportsmen to extend their field of observation beyond the mere vicinity of the springs. The complaint was that a single day was sufficient to see all immediately surrounding the baths, while means of access to the sporting field and the principal beauties of the Park were not available. This desire it was resolved to gratify, and with your instructions the work of opening the communication was commenced in September last, and a good ordinary road for vehicles was completed by the end of October, including two substantial bridges over the Cascade River and Devil's Creek.

This road is located over a most beautiful tract of country, and cannot fail to afford pleasure and interest to even those who have no other objects than a ride or drive through a country presenting objects for admiration on all sides; but to the artist and sportsman additional attractions are in store, and it can easily be anticipated that the coming season will see hundreds of visitors making their way up the charming Cascade valley and beyond that to the further end of the beautiful lake to which this road now affords easy access.

The completion of this road so as to render the drive more still enjoyable should be undertaken as early as possible during the coming season.

A scheme will be laid before you as soon as the necessary surveys can be made for laying out a range of villa lots at the terminus of this road at the foot of the lake.

The road sweeps round the lake at a distance of about 300 feet from its sandy beach, and the space between the road and lake is admirably adapted for cottages, lodges, hotels, and sporting boxes, and a considerable revenue may be derived from the leasing of these lots.

Persons have already applied for permission to place steam yachts on this lake, and if this is carried out satisfactorily the visitor to the park this coming summer will no longer have grounds for complaining of the limited area to which he is necessarily confined.

This road to the Devil's Lake was chopped and close cut, grubbed and graded sufficiently to enable carriages to pass over without inconvenience, and including the construction of two substantial bridges was all completed within seven weeks with about ten men, the expenses being kept down to the lowest possible amount available for the purpose.

During the summer and autumn of 1886 several sites were applied for and two bath houses erected at the Hot Spring, one by Dr. Brett and the other by Whitman McNulty. To supply these houses with water from the Spring the necessary piping and water chamber had to be provided. This was done by opening an excavation in the rock immediately above the natural outlet of the water. At this point

a break down of the rock had occurred exposing the water to the cooling effects of the atmosphere, and allowing the escape of the natural gases. It was therefore considered necessary to close this place and construct the water chamber there. The fallen rock was removed and the cavity cleared out for a space of about 15 feet square. The source of the spring was thus exposed and the water chamber built over it of substantial masonry, with the valve chamber adjoining, from which the supply and waste water pipes were extended out.

This main supply pipe was carried along the face of the mountain at a moderate grade above the bath houses, and the branch pipes supplying these houses were attached to the main pipe at points opposite each building.

This simple and efficient mode of supplying the hot water to the bath houses was supposed to be sufficient for some time to come, but during the past summer applications were made by persons having hotels on the lower levels near the river to have the hot sulphur water conveyed down to their buildings.

The whole fall from the Hot Spring to the site of these buildings being over 600 feet, it was not thought advisable to bring the water down direct from the source, as the pressure being about 250 pounds to the square inch was more than ordinary pipe and plumbing would stand, and consequently it was found necessary to break the fall at some intermediate point and supply the lower levels of the Park from this lower point. For this purpose an iron tank was constructed at about half way down from the Hot Spring, and the supply to the lower hotels taken from it. The tank was completed this winter, the pipes laid, and everything necessary provided for the supply of the Canadian Pacific Hotel and Sanitarium when required.

During the summer of 1886 many fires occured within the Park, which, but for the exertions of the men on the works might have resulted disastrously to the Park. It seemed impossible to trace those fires to their causes in many cases, and constant watch had to be kept for their first indications.

Much time and labor was lost in battling with the flames, and all the men on the works had frequently to be called off and occupied day and night in their endeavors to subdue the fires. The terrible disaster to the Park an extensive fire might produce is so apparent that great vigilance was exercised in detecting the first appearance of a fire, and afterwards in subduing it, and the large quantities of dead and fallen timber covering the ground in many places made the dangers much more imminent, and also the task of subduing them much more difficult. Besides these dangers to the Park many expensive buildings were now being erected, all more or less at the mercy of the flames if they were not kept under control. The magnificent Canadian Pacific Hotel would be in great danger from a high wind from the west, owing to the quantity of dead timber on that side, and nothing could save the building if the fire from that direction took place under such circumstances. For these important reasons it was judged of the greatest importance that as much of this inflammable matter as possible should be removed as soon as possible. Much of this clearing up and removal of dead timber was done during the summer months, and on into the winter, and as a result no fire of any consequence has occurred since last May, and the labor saved, over the previous year, has more than compensated for the cost of the clearing. Besides this a large quantity of firewood has resulted from the clearing up, which, when sold, will reduce the cost of clearing. Over one hundred acres of land has been chopped and cleared this past summer, with results of the greatest importance to the appearance and safety of the Park.

Soon after the passing of the Act of Parliament last session establishing the Park and regulating its government, the leasing of lots on the town site was proceeded with. Many persons had already taken lots and built places of business and dwellings. All of these with the exception of one or two, and many others who had not before taken lots, agreed at once to accept a lease under the favorable terms on which you had placed the lots in the market. Already 180 lots have been leased and the first year's rent paid, amounting to $1,298, and many more lots would have been leased had the question of the final location of the railway station been decided.

Up to the spring of 1886 no permanent residents were found within the Park

with the exception of the section men at Banff station, on the railway, and the claimant of the discovery of the cave who occupied a rude shanty in its vicinity. A few migrating invalids resided temporarily in tents round the Hot Springs. Our town site and indeed the whole Park was a wilderness throughout, but the summer of 1886 brought life and activity which has continued to increase rapidly to the present time.

Extensive marshes extend along the upper stretches of the Bow River producing an abundance of good marsh hay. The cutting and saving of this hay crop was let by contract and sold at cost price, plus $1 as a royalty; the revenue to the Government from this source will amount to about $300 when all is collected.

A much larger quantity of hay would have been secured but for the unusually high water in the river and the length of time it remained on the marshes.

Next season a better system will be submitted to you for approval, but the best means of disposing of the hay question can be attained only by experience, and it is hoped that in due time that will be attained. The great object in the meantime is to guard against monopoly and speculation, and the prevention of the inhabitants of the Park suffering from a want of a cheap supply of the abundant hay crop which nature has provided for them.

It is very essential that the topographical survey of the Park should be completed as soon as possible in order that the plan may be perfected. The most important and tedious part of the survey has already been done, and that remaining can be carried on without the same degree of minuteness required in the work of the past.

The survey should be extended on eastward from the foot of Devil's Lake, the correct traverse of which should be made, and the work continued out through the "gap" to the eastern limits of the Park.

The work should also be carried up the Bow Valley, the Spray and Cascade Valleys, and in each case to the bounds of the Park. This survey should consist of a correct traverse of each of the rivers, and such observations throughout the several valleys as are necessary to afford a general knowledge of the topography, and need not extend further up the mountain sides than is easily accessible.

The survey should also embrace the ascertaining the heights and location of the several prominent mountain peaks.

It is necessary that the several avenues leading along the eastern slope of Sulphur Mountain should be located and laid down on the plan as soon as possible to enable persons to select lots for hotels, bath houses, dwellings, &c. This part of the Park is thickly wooded, and consequently it requires a certain amount of clearing done to enable persons to judge of the site they may require. If, therefore, the avenues were chopped out of the proper width and the lots posted, it would allow of their being laid down correctly on the plan, and the work of grading the roads could follow in the future as circumstances would require. In the more open parts of the Park this mode of operating will not be necessary, as the proper location of the roads can be more easily seen from the first, and the choice of lots made at once.

The wild rice sent up from Ontario by your directions was sown in the Vermillion Lakes, and also on the borders of the Devil's Lake, for the benefit of wild fowl frequenting these waters, and it is hoped in time by these means and proper protection to cultivate and encourage the game more effectually. And in connection with this matter it is of great importance that if possible the Indians should be excluded from the Park. Their destruction of the game and depredations among the ornamental trees make their too frequent visits to the Park a matter of great concern.

At the present time (twenty months after the work of the improvements were commenced) the Park contains about 650 permanent inhabitants, 350 of whom are on the town site and in the vicinity of the Springs, and a few at the station, who will move to the town site as soon as the position of the station is settled. The places of business are as follows:—

2 hotels on town site.
1 do (sanitarium), south of the river.
3 do and bath houses combined, at Hot Spring.
2 saloons and boarding houses.
9 stores.
2 drug stores.
1 post office on town site.
1 do at station.
2 blacksmith shops.
1 day school, 25 pupils.
2 churches, Roman Catholic and Methodist.
2 congregations, Episcopal and Presbyterian, weekly services.

The village of Anthracite contains 300 inhabitants.

The floating population may be estimated from the following :—

ARRIVALS at the Sanitarium from 1st January, 1887, to 1st January, 1888.

Month.	Canada.	United States.	England.	Other Countries.	Total.
January	65	8	11	3	87
February	28	6	5	1	40
March	68	10	9	7	94
April	124	17	18	7	166
May	141	22	19	5	187
June	167	26	29	5	227
July	186	32	40	8	266
August	312	37	38	10	397
September	156	18	38	16	228
October	181	14	21	6	222
November	98	5	14	2	119
December	53	2	7	1	63
Totals	1,579	197	249	71	2,096

N.B.—The above statement does not include what we term "extra guests," that is, guests who take say one or two meals and do not appear on register.

(Signed) H. JENNINGS, *Clerk.*

There is no means of estimating the number of persons arriving at the six or seven other hotels, or those who occupied special cars at the station, or again those who lived in tents for the short time of their visit, but a low estimate of the total number of visitors for the past year would be 3,000 persons.

The heavy and expensive works of the Park are now about completed, such as the Bow and Spray bridges, the water works and the cave and basin improvements, and it may be expected that the expenditure in the future, principally on roads, will be the more fully appreciated as it will afford the visitors more extensive scope for their observations and facilities for taking in the Park.

I have the honor to be, Sir,

Your obedient servant,

GEO. A. STEWART,

Superintendent.

ROCKY MOUNTAINS PARK, 1st February, 1888.

Roads.

Work done to 30th April, 1887.

Quantities.	Locality.	Nature of Work.
648 rods.	Banff Avenue	Chopping, grubbing and grading.
873 do	Hot Spring Avenue.	do do
315 do	Cave do	do do
315 do	River do	do do
242½ do	Glen do	do do
242½ do	C.P.R. Hotel do	do do
97 do	Middle Spring do	do do
139 do	Lynx Street	do do
2,872 rods, or 8·98 miles.		
242 rods.	Upper Cave Road	Close cut and cleared
109 do	Buffalo Street.	do do
151 do	Wolf do	do do
121 do	Cariboo do	do do
85 do	Bear do	do do
85 do	Beaver do	do do
85 do	Muskrat do	do do
182 do	Creek do	do do
273 do	Bow Avenue	do do
1,333 rods, or 4·17 miles.		

New Roads Opened, not Completed.

Work done from 1st May to 31st December, 1887.

Quantities.	Locality.	Nature of Work.
112 rods	Buffalo Street	Chopping, clearing and close cutting.
163 do	Spruce Avenue	do do do
1,250 do	Devil's Lake Road	do do and grading.
1,525 rods, or 4·76 miles.		

Land Cleared.

From 1st May to 31st December, 1887.

Acres.	Name.	Locality.
5	Vanwart	Hot Spring.
17·89	Lukin	Glen and Cave Avenues.
17·22	Disbrowe	Spray and Glen Avenues.
8	W. McCardill	Cave.
2	Moir	Basin.
30	Men on pay-roll.	West of C. P. R. Hotel.
80·11 acres, exclusive of new roads.		

In addition to this 20 acres have been cleared on Banff Avenue for the firewood it produced, principally fallen timber.

Roads.

Work done, 1st May to 1st November, 1887.

Quantities.	Locality.	Nature of Work.
960 rods	Mountain Avenue	Ditching and draining.
345 do	Cave do	do do
620 do	Banff do	do do
1,925 rods, or 6 miles.		
610 rods	Mountain Avenue	Turnpiking and forming
308 do	Cave do	do do
310 do	Banff do	do do
1,228 rods, or 3·84 miles.		
420 rods	Mountain Avenue	Gravelling.
152 do	Cave do	do
310 do	Banff do	do
882 rods, or 2·75 miles.		

RECAPITULATION.

6 miles	Ditching and draining.
3·84 do	Turnpiking and forming
2·75 do	Gravelling.
12·59 do	Total.

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